The Literary Digest

NEW YORK, MAY 2, 1931

TOPICS OF THE DAY

Mayor Walker's Shindy With His Critics

HE HAS "SAT UP ALL NIGHT at wild parties" is the awful charge leveled against New York's Mayor in a petition seeking to turn him out—without saying just what time he ought to be in bed.

He has "junketed to race-tracks," it is further alleged.

"He has joked" is the grave accusation that leads all the rest.

Such terrible indictments get the dapper Mayor "on the raw," it seems. "Call out the disinfecting squad!" he cries in his reply; such language is "a shower of sulfuretted hydrogen gas."

So the great political drama turns from Chicago to New York, as the nation is regaled with startling head-lines morning and evening.

The attack on the Mayor was staged by the City Affairs Committee of the National Republican Club, asking his removal by the Governor.

"THERE have been two troubles with Mayor Walker," says the committee report as quoted by the press. "In the first place, he has, as the world knows, given little time or attention to his job." Then the real dynamite:

"He has joked, junketed to race-tracks, sat up all night at wild parties, entertained Hollywood, and ignored the city's problems.

"Every man, of course, has a right to live his private life as he sees fit, so far as consistent with his obligation to others, and we have no concern with Mayor Walker's private escapades except in so far as they interfere with his public duties.

"The Mayor of New York has no right to allow the vagaries of his private life to interfere with reasonable attention to the responsibilities of his great office.

"The second trouble with Mayor Walker has been, of course, that he is an integral part of a political machine which is interested in building up its own power and filling the pockets of its members rather than in governing the city well. This is too old a story to need comment.

"Rabbi Wise well described the Walker régime when he referred to it as 'a Coney Island Mardi Gras managed by cheap and incompetent vulgarians.'"

STUNG by this attack, which, incidentally, has been deplored by many who are anti-Walker, the Mayor struck back in his characteristically vigorous way:

"During the past few weeks, owing to the condition of my health and necessity for rest, the manifold requirement of city business and the dignity of my office, I have ignored the unfounded and slanderous personal attacks running in the gossip gazettes. No one was expected to believe them, and no one did.

"But when a body that enjoys the respect of us all like the National Republican Club employs this means of creating internal dissent in the Democratic party, it seems time to call out the disinfecting squad.

"Every man and woman of sense and sensibility in New York this beautiful morning experienced a shock in their ordinarily clean newspapers. Thanks to the Sunday work of a committee of the National Republican Club, this committee with no constructive program, no civic pride, no regard for the fair name of the city, labored and brought forth a shower of sulfuretted hydrogen gas offensive alike to decent Republicans as well as Democrats and Independents.

"As to my private life, I will match it against the pharisaical composers of that tirade. My conscience is clear, and I would like nothing better than to meet them eye to eye, and let them attempt to justify themselves in the sight of God and man.

"The papers assert that the chairman of the committee is named 'A. Fox.' This is evidently a mistake. There must have been some confusion in the Republican zoo. It should have been signed by the name of another animal."

International Newsreel photograph

20,000 Words and Two Men

Were needed by Mayor Walker to deliver his answer to his critics. Here he is shown with the two aids who carried the record to Governor Roosevelt. Left to right: Capt. Thomas O'Connor (with package); Thomas F. McAndrews, the Mayor's secretary; and Mayor Walker.

Republican leaders were quick to disapprove this attack on Mayor Walker, we read, and when the committee report containing it was submitted to the National Republican Club, all reference to the Mayor's private life was eliminated.

MEANWHILE the Mayor's reply to the charges filed with the Governor had been made public. In it he "vigorously and statistically denied all accusations of laxity in office" made by the Rev. John Haynes Holmes and Rabbi Stephen S. Wise for the City Affairs Committee (another organization not connected with the National Republican Club).

For a brief summation of Mr. Walker's statement, we borrow from an article by Eugene P. Thackrey, in *The Herald Tribune:*

"Characterizing the ten categories of the charges as vague and untrue, the Mayor took them up one by one, quoting from official records, defending city officials, itemizing reforms.

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advertising administration achievements, quoting commendation, and bitterly assailing the motives of his accusers.

"He branded his collective accusers, the City Affairs Committee, as 'an annex of the Socialist party' addicted to making 'false and unwarranted accusations' for political purposes. Taking his accusers individually, he assailed Mr. Holmes as a pacifist 'who was endeavoring to break down American resistance behind the lines' in contrast to the war records of accused officials.

"Regarding Rabbi Stephen S. Wise, the other signer of the ouster charges, he quoted a description by the late Mayor William J. Gaynor: 'He thinks he is pious, but he is only bilious.'

"'The accusations consist almost entirely of generalities without any specification or detail,' the Mayor wrote at the outset of his reply. 'Unwarranted and false accusations against my administration as Mayor are recklessly made, without accompanying data to indicate that such accusations have any foundation in fact.'"

There May Be a Water Shortage in New York, But—

Various parties will testify that there is an oversupply of hot water.
—Rose in the Boston "Herald."

To that, the City Affairs Committee retorted that the Mayor had "distorted the evidence" and "confused the record," and it asked Governor Roosevelt not only to receive a rebuttal to the Walker reply, but to sit personally at an open trial of the charges, or name a commissioner to hear them.

The Governor, who has power to remove the Mayor, could take either of these courses, we are told, or he could dismiss the charges, or refer them to the Legislative Committee for action in its city-wide investigation.

"Even hostile newspapers, while not lowering their flags in their fight against Tammany, appraise the Mayor's reply as a spirited and competent defense," points out Lemuel F. Parton of the Consolidated Press Association—

"Sophisticated opinion in this rather easy-going old town is that the agile and gifted Mayor Walker can lick the sometimes inept and faltering amateur reformers who assail him, but there are reservations as to what will happen when the Legislative inquiry gets going.

"There are also reservations as to what Judge Seabury, counsel for the State investigation, may uncover in his cold, glacial advance through the District Attorney's office, the courts, the police department, and the various city bureaus."

Sputtering Revolt in Banana Land

SNOW-WHITE FRUIT STEAMERS, plowing impressively into sleepy little ports of the "banana coast," provide most of the excitement in towns like Puerto Cortez, Tela, Ceiba, and Trujillo.

They come through the blue Caribbean waters with machine-like promptness, load cargoes of bananas freighted down from distant Honduras plantations, and speed off to the United States with about 35 per cent. of all the bananas eaten in this country.

But to certain native agitators those steamers symbolized North American capitalism and Yankee imperialism.

The sugar season came to an end. There was more unemployment than ever. The discontented laborers, descendants of Negro slaves brought to Honduras during the colonial era, and of the Carib Indians, all lent willing and gullible ears to the agitators. They echoed protests against the Honduran Congress's granting of new concessions of lands and water-rights to the United Fruit Company. So we gather from the news dispatches. The spirit of revolt was fanned into flame on Saturday, April 18. In a statement to the Associated Press, President Vicente Mejia Colindres described the ill-organized offensive of the rebels:

"Two hundred ill-equipped peasants were led by Roman Diaz and Ladislao Santos in an attack on Progreso. The city was defended by Col. Alfredo Reina at the head of eighteen men, who after one and one-half hours' resistance retreated in good order.

"The rebels took 20,000 pesos from the Bank of Honduras in Progreso, and sacked all properties, including those of foreigners. Progreso is now under government control, and order has been reestablished.

"The people of Honduras, irrespective of political leanings, are unanimous in their support of the Government and its protest against a criminal and unjustified revolt.

"Congress has decreed martial law throughout the republic."

On the same day Julius G. Lay, United States Minister at Tegucigalpa, the capital of Honduras, sent a dispatch to the State Department with the information that no prominent military or political leaders were identified with the revolt, which had been recruited entirely "from unemployed Communists and the riff-raff of Northern Honduras."

Suggestions that the revolt might have some connection with the operations of the Nicaraguan bandit leader, Sandino, were discredited by Honduran officials. It is called "just a flare-up of no significance."

Since 1924, when President Coolidge sent a personal representative to mediate between rival political factions, there has been comparative quiet in this country, depicted by O. Henry and Richard Harding Davis.

But between 1919 and 1924, says the Springfield *Republican*, there were no less than thirty-five of these spasmodic disturbances, "varying like earthquakes in their violence, but of the same general character." And Rex Collier, in the Washington *Evening Star*, points out:

"Honduras seems destined to suffer from intrigue and revolution. Her mountain fastnesses and jungle-swamps have been the scene of intermittent warfare, political uprisings, and military plottings for many years."

American investments in Honduras, according to Clinton W. Gilbert in the New York *Evening Post*, total more than $71,000,000. News dispatches give prominence to the fact that American war-ships and rescue ships promptly sped to the Caribbean ports of Honduras to evacuate American refugees. The Springfield *Republican* notes:

"Our Government can take the disturbance all the more philosophically because it is part of an epidemic of revolutionary overturn which has swept most of Latin America, and has not spared Spain and Portugal."

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To Let Nicaraguans Clean Up Nicaragua

THE BATTLE OF LOGTOWN may never figure in the lists of great battles, but it started a lively ten days in Nicaragua—and in Washington, too, for that matter.

Here are our Marines still busy cleaning up after the earthquake in southern Nicaragua, when in the north the rebels, or bandits, under the Marines' old enemy Sandino go on the rampage.

Some sixty miles back from the coast are farms of the Standard Fruit Company around Logtown. The bandits swoop down from the mountains, much as the Indians did in our old days of frontier fighting.

Jimmy Lloyd, a youth of nineteen, first overhears a cry for help over the telephone—"the bandits have us surrounded and are killing people." He gathers with other refugees at a railroad track, when at dusk the bandits burst from ambush, shooting, and yelling "*Viva* Sandino." Young Lloyd doesn't know what happened to his fellows—"because it was then I dived into the ditch and concealed myself under the water." He hid in the swamps for two days. At one time, so he reported to the newspapers later, "I could see the plantation and could hear them cutting up a body about fifteen feet from where I was crouching. As they hacked the body they kept up the cry, '*Viva* Sandino.'"

In this fighting sixteen are killed including four American civilians and a Marine officer. A day or two later a seaport town is looted, while at the larger town of Puerto Cabezas people learn of the fate of husbands and brothers in the interior, and crowd together in terror from the 11th to the 15th, when Marines are landed from the United States gunboat *Asheville*.

Then as the news of the killings is published, and as our warships guard Nicaraguan ports, simultaneously our Department of State sends out a series of statements to the world announcing that while lives will be protected there will be no general campaign to protect American property, that the Marines will be withdrawn according to program—a reduction from 5,000 in January, 1929, to 500 in June, 1931—and that those left will train the new Nicaraguan National Guard to police the interior.

MR. STIMSON'S formal statements of a new policy start the press talking all over the world, our own editors calling the policy sensible, on the one hand, and denouncing it as "scuttle" and "hit-and-run" on the other. Mr. Stimson first sends a statement to our representatives in Nicaragua, telling them that "this Government can not undertake general protection of Americans throughout that country with American forces. To do so would lead to difficulties and commitments which this Government does not propose to undertake." It is then suggested that Americans in Nicaragua feeling insecure should withdraw "to the coast towns, whence they can be protected or evacuated in case of necessity."

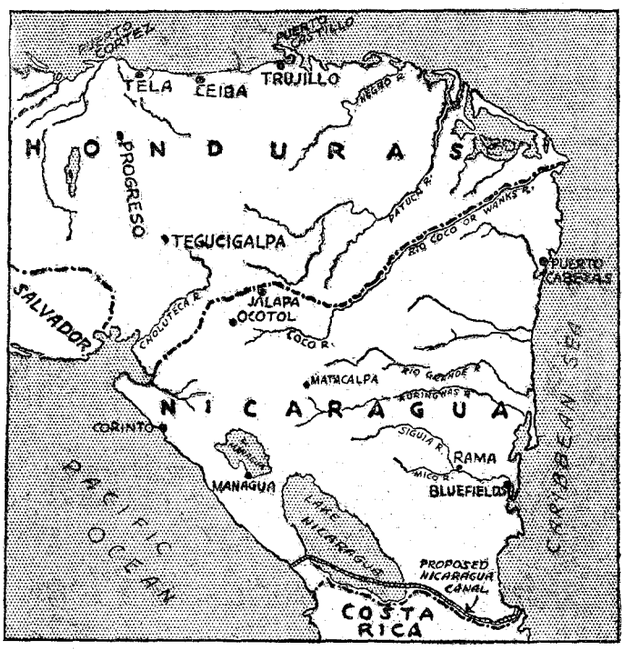
A formal statement of policy was issued by the Secretary of State, a day or two later, in which he first explained the difference between the situation now and in 1926, when Marines were sent to Nicaragua. Then there was practically a civil war waged by two armies. But—

"Now we have a situation where small groups of confessed outlaws—treated as outlaws by the Nicaraguan Government—are making their way through the jungle to the east coast, with the avowed intention of murdering and pillaging the civilian inhabitants of the country.

"Another point of difference which is vital is that in 1926 there was no Nicaraguan constabulary. Since that time, for nearly four years, our officers have been helping the Nicaraguan Government train a force of constabulary especially for fighting in this kind of terrain. That force has been recently raised from 1,850 to over 2,100, and is reported by its officers as being highly efficient.

"By assisting the Government of Nicaragua in organizing and training a competent *Guardia*, we are not only furnishing the most practical and effective method of meeting the bandit problem and the protection of Americans and foreigners in Nicaragua from its attendant perils, but we are at the same time recognizing that it is a problem with which the sovereign Government of Nicaragua is primarily concerned, and a problem which it is primarily the right and duty of that Government to solve."

DENUNCIATIONS of Sandino in this statement were followed by a Presidential utterance, a day or two later, in which Mr. Hoover declared his confidence in the ability of the new Nicaraguan



From the New York *Herald Tribune*

Latest Central American Storm-Centers

Showing where disorders in Nicaragua and Honduras challenge President Hoover's new Caribbean policy.

National Guard "to clean up Sandino and his fellow bandits," and in which he sized up Sandino in these words: "Sandino has placed himself and his band outside the civilized pale by the cold-blooded murder of eight or nine American civilians and many Nicaraguans at isolated places in the interior."

"There is unquestionably a stir coming in Congress and the country" over the new policy stated by Secretary Stimson, remarks Arthur Krock in the New York *Times*, adding that "it is almost impossible to obtain unanimity in this country on Latin-American policy, and entirely impossible to make any policy of ours liked down there."

"It is the old argument between those Americans who think the protection of the flag should follow an American wherever he goes and those who think that when an American goes to a foreign country he should expect to look after himself," the Savannah *News* reflects.

To take the critics first, we find Congressman Hamilton Fish, Jr., declaring himself "disgusted" with the "hit-and-run" policy of the Administration. "We shouldn't hold back and seem to raise a white flag," agrees Congressman Britten of Illinois. Senator Hiram W. Johnson of California accuses the Administration of neither withdrawing nor sending enough Marines to do the job—"we now invite assassination of innocent Americans and others by Nicaraguan bandits, and take the humiliating position of saying we can not protect the lives of our citizens."

"The scrapping of the Coolidge policy toward Nicaragua

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calls forth the nearly unanimous disapproval of both Republicans and Democrats," so the New York *Herald Tribune* tells us; "support for the new Stimson policy comes from only two sources—the handful of self-styled 'anti-imperialists' in this country and the bandits in Central America." "A grave mistake," the New York *Sun* calls the Stimson policy. The Mobile *Register* says it is "wrong" and "a dangerous attack upon the traditional policy of the nation." The Chicago *Tribune's* phrase is "pacifism and panic for Nicaragua." For the first fruits of what the New York *American* calls "its renunciation of responsibility for the protection of the lives or the property of American citizens in Nicaragua, the Hoover Administration did not have to wait long." As the Hearst daily explains: "A revolution in Honduras broke out within forty-eight hours after the Hoover Administration broadcast to the world its pusillanimous ultimatum to Americans in Nicaragua to flee for their lives to the nearest port." This paper insists that: "The only effect of the Hoover Administration's refusal to protect American life and property in Nicaragua and of its failure to compel the Nicaraguan Government to provide such protection will be to encourage the extension of outlawry all over Nicaragua and to invite European intervention to protect the life and property of their own nationals." And it concludes: "The only way to undo the damage that the Hoover-Stimson repetition in Nicaragua of the Wilson-Bryan attitude toward Americans in Mexico has already done is to go in force to the protection of American life and property wherever it has been put in jeopardy."

Underwood & Underwood

"Outside the Civilized Pale"

Is General Sandino, the Nicaraguan rebel leader, so President Hoover says.

Similar criticism appears in journals like the Portland *Express*, Springfield *Union*, and Manchester *Union* in New England, and the Houston *Chronicle* and Tacoma *Ledger* in the West. Another group of newspapers incline to agree with the New York *Times* that whatever may be said of the merits of the Stimson policy, the manner and language of the announcement were "most unfortunate." The New Orleans *Times-Picayune* sees American policy "hesitant and uncertain at a moment when decision and resolute action are vital." The New York *Evening Post* doubts "whether Wilson and Bryan, between them, ever gave such an exhibition of pusillanimous hesitation and ineptitude as has Secretary of State Henry L. Stimson in this Nicaraguan crisis." The Philadelphia *Record*, which approves of the break from the "Coolidge-Hughes policy of intervention," complains that we are simply progressing "from meddling to muddling."

But the Administration has its strong defenders. Senator Borah declares himself "in hearty accord" with its program. The Emporia *Gazette* thinks it is pursuing the right attitude. The Washington *News* sees the President here "acting with increasing wisdom and courage." In the Cleveland *Plain Dealer's* opinion, "this new Hoover-Stimson policy knocks the last prop from beneath the program of intervention that should have been abandoned long ago." The Baltimore *Sun* sees Mr. Stimson playing "the part of common sense." The Newark *News* rejoices that "the old idea of sending the American fire department whenever a brush fire starts near the premises of some American abroad, even tho the brush fire may have been started by the American himself, is on its way out." The St. Louis *Post-Dispatch* agrees that the President is right:

"To strengthen the sovereignty of the Caribbean States and thus make them capable of protecting our nationals is a sounder policy. It is the policy which Mr. Morrow instituted in Mexico. If we stick to it we can make all the Caribbean States responsible, and we can in time make the lives and property of our nationals safe throughout the Caribbean region. We can never do so by attempting to be our own police."

In the opinion of the Richmond *Times-Dispatch:*

"Americans should accept the risks involved in facing the private administration of any foreign country. The ease with which American money can be invested in the southern continent and the return on those investments are balanced by the insecurity of life and government there. Large profits are always accompanied by a risk."

And similar declarations appear in the editorial columns of important dailies like the Springfield *Republican*, Brooklyn *Eagle*, *Wall Street Journal*, New York *Journal of Commerce*, Washington *Post*, Norfolk *Virginian-Pilot*, Louisville *Courier-Journal*, Atlanta *Constitution*, Birmingham *Age-Herald*, Detroit *Free Press*, Cleveland *News*, Indianapolis *Star*, Milwaukee *Journal*, St. Louis *Star*, Kansas City *Star*, and Omaha *World-Herald*.

Constantine Brown, of the Washington *Evening Star*, understands that the new policy announced by Secretary Stimson is "causing a favorable reaction in European foreign offices and is likely to enhance America's prestige more than any other development of the last few years."

Turning to the Latin-American press, we find *El Universal* of Mexico City attributing the change in our policy to economic reasons and hoping for a "Pan-American equilibrium stabilized on an equitable basis." *Grafico*, in the same city, finds "much distance" between words and acts in view of the fact that a few Marines are to be left in Nicaragua and that our war-ships are in Honduran and Nicaraguan waters.

Washington's new policy, says *La Nación* of Buenos Aires, will tend to "clear the international atmosphere, leaving each people to solve their own problems in the manner which they think best." *La Prensa*, also of Buenos Aires, now says:

"The State Department's decision, as well as its reiteration of its intention to reduce the number of Marines to a minimum, augurs an era of better relations between the United States and Central American republics.

"Protection of lives in Nicaragua has been used merely as an excuse for imperialism.

"Undoubtedly the purpose now exists on the part of the State Department at Washington to condemn once and for all the pretexts which have been used to intervene in the internal affairs of independent countries."

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Spain's "Baby Steps" as a Republic

TODDLING TO THE CENTER of the world stage, the baby Republic of Spain rivets the anxious attention of the nations as he takes his first steps.

From France he gets a quick smile of recognition, the first from a major Power, and other countries, including our own, also are acknowledging him as an equal.

But will his toddle develop into a strong, full stride, or will he tumble and bump his head on some of the many rocks that strew his path? Will he, as some fear, sidle off to the sand-pile of Communism? Will he turn into the bad boy of the European neighborhood?

Whatever he may do, his elders appear hopeful, imprest by his good behavior thus far. Now that his sore throat is better—the Associated Press tells us that half the people in Spain were unable to speak above a husky whisper after two days of cheering King Alfonso's downfall—the infant has settled down to the business of learning to walk straight.

Less than a week after the republicans staged their bloodless revolution, "a model of moderation," as it is called by Lansing Warren, Madrid correspondent of the New York *Times*, Provisional President Alcala Zamora and his aides were able to point to substantial progress. In Mr. Warren's words:

"The new régime has, without any important opposition, entrenched itself strongly in charge of the government machinery, and has already made progress in dealing with the three greatest problems in view—in the organization of the structure of a republic, in the separation of Church and State, and in satisfying group aspirations within the commonwealth while at the same time preserving its unified entity."

However, the same dispatch hints at possible perils:

"The danger of Communism for the present moment does not seem to be great, but it might be quickly kindled by economic difficulties or by the weakness of those in power."

Other observers also sound the doubtful note, among them Leland Stowe, Paris correspondent of the New York *Herald Tribune:*

"There is no disposition in France or among those familiar with Spain to-day to believe that her troubles are solved by the republican proclamation. On the contrary, it is recognized that Spain will merit closer attention than ever in the next few months."

BUT, so far, so good. Correspondents are quick to note the steadiness that Spain has shown, and to point out that the people have gone back to work while the new provisional Government wrestles with the nation's problems. This it is doing in anticipation of the elections to be held this month, when the people will choose a Parliament to write a new constitution, after eight years of dictatorship under Alfonso.

Fear that Spain might break up into several States as a result of the different needs and aspirations of its population appears to have been lulled by the quick settlement reached by Madrid with "the Ireland of Spain," Catalonia, whose capital is Barcelona. There a separate republican unit had been set up, we read, but under the new agreement it remains a part of the Republic.

In one day the new Government announced several important decisions, as we are told by James M. Minifie, Madrid correspondent of the New York *Herald Tribune:*

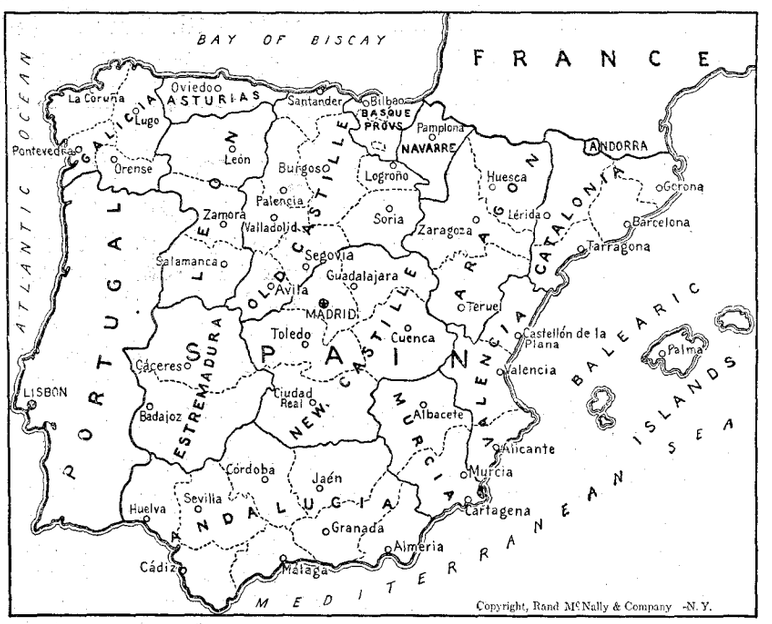
"It rescinded the $60,000,000 credit from Morgan and French interests, which was to have been used for stabilization of the peseta, the unit of Spanish currency.

"It accepted the idea of ruling by decree.

"It will endeavor to fix the personal responsibility for certain actions of the dictatorship headed by the late Primo de Rivera.

"It will turn the estates of the Crown to public use, and it will reorganize the system of internal administration before the Constituent Cortes (Parliament) is convened."

CHARGES also are to be prest against Gen. D'Amaso Berenguer, who succeeded de Rivera as dictator. Furthermore, an investigation is to be made to fix responsibility for the Moroccan disaster of 1921



How Spain Is Divided

Spain has thirteen great regions, as named on the map, separated geographically or culturally. There are separatist movements in Valencia, Catalonia (which speaks Catalan) and the Basque provinces, where the Basque language prevails.

Much speculation turns upon what effect Spain's change from a monarchy to a republic may have upon international relations. A hint of the possibilities in this connection is provided by Paul Scott Mowrer, Paris correspondent of the Chicago *Daily News:*

"If Spain, deserting its previous policy of more or less strict neutrality, should become an ally of France and an adversary of Italy, or should through liberalism or weakness lose the Spanish zone in Morocco, or should revive the Gibraltar issue and lose the friendship of Great Britain, the effect on British, French and Italian rivalries in the Mediterranean would, it is thought, be immediate and far-reaching, for Spain, altho a second-rate Power, would be invaluable as an ally, because of its geographical situation to any one of these three great Mediterranean rivals.

"All three nations may, therefore, be expected to do their best to gain the good graces of the Republican Government, without, however, going so far for the present that, in case of a monarchical restoration, they would automatically be debarred from the good graces of the monarchy."

AS for King Alfonso XIII, once popular monarch, who was forced to flee to France, dispatches report him confident that, by the time the elections are held, his people will be ready to recall him to the throne. But few observers share that belief. The common view is that Alfonso is out to stay.

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Rival Leaders in the Women's Battle Over Repealing the Eighteenth Amendment

Left to right: Mrs. Henry W. Peabody, chairman of the Women's National Committee for Law Enforcement; Mrs. Jesse W. Nicholson, chairman of the National Women's Democratic Law Enforcement League; Mrs. Charles H. Sabin, chairman of the Women's Organization for National Prohibition Reform, and Mrs. Sabin's co-worker, Mrs. August Belmont.

Women Wets and Drys Ready to Fight It Out

"NOT SINCE THE SUFFRAGETTES and the anti-suffragettes fought it out over the Nineteenth Amendment has there been such a fight among America's women."

It's the Prohibition battle that Edward T. Folliard is talking about, in the Washington *Post*.

"Each group," he tells us, "is in favor of bolting the two big parties in order to advance its cause."

From now until the end of the Presidential campaign of 1932, and perhaps beyond, it looks like a battle royal between the two groups of women, assert many observers. The old crusading spirit that helped put Prohibition on the statute books is being manifested by both sides. Much of the comment runs along this line: "Women gave us Prohibition—will they take it away?"

How intense this struggle among feminine friends and foes of the dry laws has become is revealed by developments at Washington. Through their visits to the White House, as noted in our last issue, they have served notice on the country that here is a fight to the finish.

Two of the organizations meeting in Washington, we read, were dry, and the third was the Women's Organization for National Prohibition Reform.

FIRST to convene was the Women's National Committee for Law Enforcement, whose delegates were said to represent 12,000,000 women. They called on President Hoover with a pledge to support his stand on Prohibition. They cheered Mrs. Clement L. Shaver, wife of a former chairman of the Democratic National Committee, when she urged women drys to bolt their party, if necessary, to support a dry nominee for President.

Mrs. Henry W. Peabody, chairman, who, we read, moved from Massachusetts to Florida because the Bay State was too wet, made public a "women's postscript" to the Wickersham report, prepared by twenty-two "commissioners." Recommending a nation-wide education campaign for law enforcement, to be "fortified by good example" in the home, the report says:

"Time is on our side; science is on our side; health is on our side; the home is on our side; mothers and children are on our side; finance and industry are on our side; athletics is on our side; the gospel is on our side, and the Saviour of the world is on our side."

Next to convene in Washington was the National Women's Democratic Law Enforcement League, party bolters in 1928. They applauded a key-note address by their president, Mrs. Jesse W. Nicholson of Maryland, demanding the removal of John J. Raskob, chairman of the Democratic National Committee. Then, too, as the correspondent of the New York *Herald Tribune* also tells us, "the convention cheered attacks upon the possible Presidential candidacies of Alfred E. Smith, Franklin D. Roosevelt, Albert C. Ritchie, and James A. Reed."

THEN to Washington came delegates of the Women's Organization for National Prohibition reform, led by Mrs. Charles H. Sabin, former Republican National Committeeman of New York—"the Joan of Arc of the wet cause," as she is called by Frank R. Kent of the Baltimore *Sun*.

Ridiculing claims that the rival organization represented 12,000,000, they pointed to their own quick growth to 300,000 in two years, 200,000 of it in the last year.

At the White House, a delegation headed by Mrs. Courtlandt Nicoll of New York presented to Mr. Hoover a resolution petitioning him and Congress to take action to give the people a chance to vote on repeal of the Eighteenth Amendment. This resolution, we are told by Harold Brayman, correspondent of the New York *Evening Post*, "based the demand for repeal upon the report of the Wickersham Commission, the move of John J. Raskob, chairman of the Democratic National Committee, to have his party adopt a repeal plank, the position of Senator Dwight W. Morrow during his campaign in New Jersey, and the belief of many other eminent citizens that 'the experiment in national Prohibition has been a disastrous failure.'"

In another important resolution, the organization "urges its members to support only those candidates for public office who have openly declared themselves in favor of the repeal of the Eighteenth Amendment."

"The real controversy to-day," said Mrs. Sabin, "is no longer the success or failure of the national Prohibition law, for even the most ardent Prohibitionist must admit its failure. The controversy now is between the advocates of enforced total abstinence and the advocates of temperance."

The three groups "have exprest an intensity of feeling that bodes ill for the efforts of politicians to ignore the boiling question in the campaign next year," says the New York *Herald Tribune*. "These women, whether wet or dry, will not be put off with other issues. By all means let them line up for the fray, and with their greater realism and lighter party ties show their male brethren the way to political sincerity and a forthright battle."

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TOPICS IN BRIEF

ALFONSO XIII may still retain the X.—*Virginian-Pilot.*

A POLITICIAN is a fellow who is always anxious to swap his bunk for a berth.—*Louisville Times.*

SOMETIMES we dally with the vagrant thought that birth control would have more to recommend it if it could be made retroactive.—*Weston (Ore.) Leader.*

ONE of the charming young women readers of this column observes via post-card that at last Chicago voters had enough viscera to end their vice era.—*Ohio State Journal.*

A. F. of L. leaders predict that there will be a definite recovery of business by autumn. They tell us everything we want to know except what autumn.—*The New Yorker.*

IN more than one way, just now, is the baker our best little dough-maker. — *Weston Leader.*

KING FEISAL, of Irak, has bought a plane. The king may become an ace.—*American Lumberman.*

IF Mayor Cermak can throw out gangsters as successfully as office-holders, he may succeed yet.—*Virginian-Pilot.*

GANDHI is coming to America. We hope these wear-no-hat boys don't get fool ideas about pants and shirts, too.—*Dallas News.*

CIVILIZATION has complicated life by equipping the straight and narrow path with some very interesting detours.—*San Diego Union.*

"THE things that upset a married man are invariably the little things," declares a woman writer. Well, it must be admitted that they have a deplorable habit of waking up in the night and starting to yell.—*The Humorist (London).*

THE Stock Exchange annex will be 400 feet high. It will be nice to have something in that region up to 400.—*Port Arthur News.*

BUT King Alfonso still has an ace. He can have the results of the election analyzed by a Wickersham commission.—*Chicago Daily News.*

TEN BILLION DOLLARS a year paid to racketeers and criminals! It's a land of opportunity if you aren't a mere worker.—*Nelson (B. C.) News.*

ELINOR GLYN denies that "It" has any relation to sex-appeal. It is thus clear what "It" isn't, but as to what "It" is it isn't.—*Weston Leader.*

PICTURES in a women's ready-to-wear catalog give us to wonder whether there's anything that women aren't ready to wear.—*Arkansas Gazette.*

THE best news of the day for pacifists is that a retired major-general of the United States Army has invented a new type of powder-puff.—*Washington Post.*

THE crime wave, the papers report, is receding. Unfortunately, tho, there seems to be a large proportion of criminals who don't believe everything they see in the papers.—*Passing Show (London).*

THE "Autobiography of Lincoln Steffens" is fascinating reading matter. It vividly recalls the quaint old days when corruption still existed in cities like Philadelphia, Chicago, and New York.—*The New Yorker.*

EVERY movie producer should thank his stars for his success.—*Louisville Times.*

COTTON Sidewalks to Be Tried.—Head-line. House to house canvas?—*Arkansas Gazette.*

EINSTEIN can't decide whether the universe is static or dynamic. If he owned our radio he could.—*Judge.*

TAMMANY began its own housecleaning by kicking out a city office-holder who was found to be crooked. By a strange coincidence he happened to be a Republican.—*Florence (Ala.) Herald.*

WHY, asks Mr. Lucas, should the South follow the "bankrupt" Democratic leadership? Maybe to find a way out of the solvent Republican leadership's prosperity.—*Virginian-Pilot.*

IF the lamb tried to keep up with Mary nowadays, it would have to walk in its sleep.—*Louisville Times.*

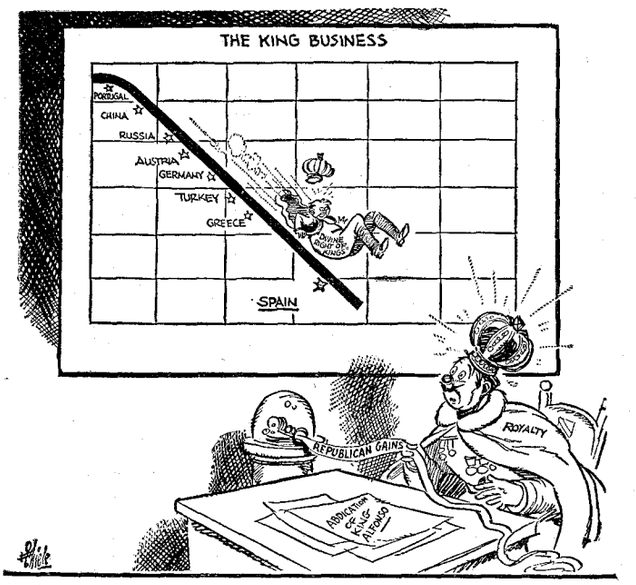
So Gandhi has gone to bed. We noticed in his last picture that he was all ready for it.—*Waco News-Tribune.*

IF it is true that the new Mayor of Chicago used to be a teamster, he ought to make conditions more stable.—*Dallas News.*

MINISTER Hits Earl Carroll's Chorus Costumes.—Head-line. That should score him 100 in marksmanship.—*Thomaston (Ga.) Times.*

IF the wife laughs at your jokes, you can be sure that either you know some good ones or you have a good wife.—*Los Angeles Times.*

PROHIBITIONISTS in this country are said to be looking for a first-class dramatist who will write a play in support of their views. I wonder if they have tried Drinkwater?—*Passing Show.*



NEA Service Inc

Another Business Suffers Acute Depression!

—Thiele in the Sandusky "Star-Journal."

OUR pessimism has been somewhat shaken by the fact that Chicago finally repudiated "Big Bill" Thompson.—*Florence Herald.*

PROHIBITION Battle Rages in Finland.—Head-line. America's experience suggests that it will be a fight to the Finnish.—*Virginian-Pilot.*

MOREOVER, the old-fashioned man who kissed his sweetheart's hand didn't have to watch which one the cigaret was in.—*Dallas News.*

ARCHEOLOGISTS have found a skeleton with the knees crossed behind the head; so the art of dressing in an upper berth probably isn't new.—*Toronto Star.*

A CONSTITUTIONAL amendment is proposed declaring that men and women shall be equal. If passed, it will be a great victory for men.—*San Diego Union.*

THE Wilkins submarine can saw through thirty feet of ice overhead. It should be a great social aid to the submerged new-rich.—*Syracuse Post-Standard.*

READING the news from France and Central Europe one gets the impression that the plowshares beaten out of the late swords are about as shaky as all other kinds of shares these days.—*Virginian-Pilot.*

A DOCTOR suggests that, of the many people who disappear every year, some are actuated by the belief that they are not wanted. And others, no doubt, by the knowledge that they are.—*Passing Show.*

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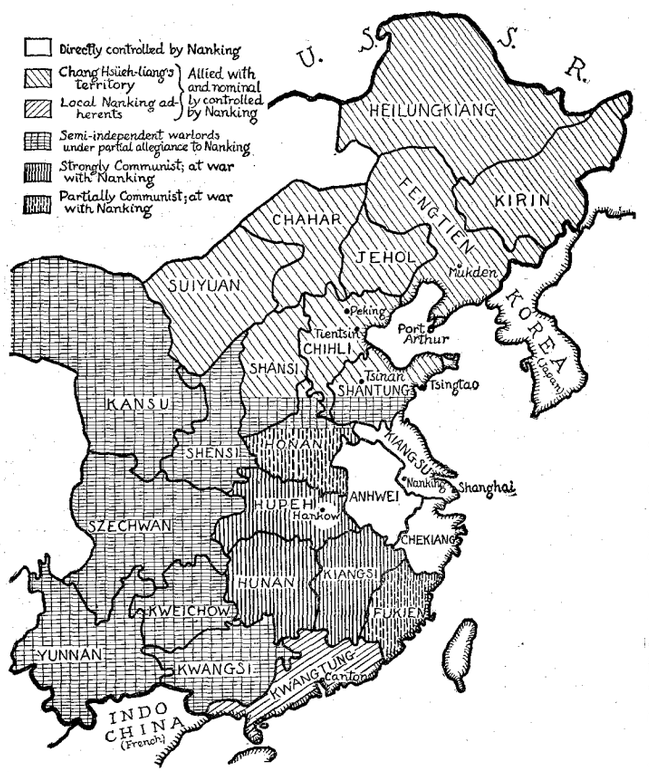
FOREIGN COMMENT

The Communist Octopus in China

SPREADING ITS TENTACLES into all parts of China, the Chinese Communist movement is one of the toughest problems facing the Nanking Government.

To claim, as some of their government officials do, that the Communists are well under control, is either sheer bluff or arrant ignorance, according to various press correspondents in China.

In fact, if the great Powers do not awake to realities, declares A. Legendre in the Paris *Figaro*, the wave of Communism will eventually spread all over China and beyond. The masses in



Map drawn for THE LITERARY DIGEST by the Foreign Policy Association, New York

Chaotic China at a Glance

What sections the Nanking Government controls or does not control, what allies it has and what enemies—all are shown as indicated by the legend in the upper left corner of this map.

China who have been so long plundered and despoiled, this writer avers, are a menace rather than a support for the Nanking Government, "that political faction" which they despise because they have suffered so much under it.

The consequence is that there is no real counterweight in the country against the indefatigable drive of Moscow. This informant continues:

"After having lived so many years in close contact with the Chinese people, who are so reasonable in the main, and so faithful in their traditions, I believed at first that they would be able better to defend themselves.

"But poverty, famine, and the constant danger to their lives have thrown the most afflicted of the social classes toward Communism.

"It is true that the Bolsheviks have known very well how to make their appeal, leaving aside dogmas, and preaching on the contrary freedom and nationalism.

"This Moscow propaganda has assumed all forms, all varieties of camouflage. To the educated Chinese, whose pride is well known, the Soviets speak of a disguised bondage into which the European is trying to lead him.

"To the coolie who works along the road, who plays the rôle of a beast of burden, to the small farmers who are legion, to artizans, to the 250,000,000 human beings whose daily pittance is so small, the Bolsheviks say:

"'The greed of the European and the Americans who covet the mines of China, its coal, its iron, even its very soil, has no limit.'

"So they madden the ignorant minds of the Chinese, and such calumnies spread in the present conditions of misery find ears only too attentive."

As proof of the actual doings of the Communists in China, we have a special cable dispatch to the New York *Times* by Hallett Abend, who tells us that six raids in the international settlement in that city are believed to have disrupted schemes for Red disturbances in Shanghai. This informant goes on:

"The raids resulted in the arrest of twenty-one men and four women Communist workers and the confiscation of an amazing list of articles, including arms and munitions, artillery range-finders, military binoculars, four printing-presses, more than 500,000 Communist leaflets and documents revealing the secret existence of the 'Kiangsu Soviet Provincial Government.'

"Seven complete wireless receiving-sending sets were also seized, as well as bookbinders, quantities of type, printing paper, electric batteries, and lists of members and officials of the party.

"Yesterday morning, when American Marines went to their rifle range for practise, the grounds were thickly strewn with leaflets and pamphlets addrest to 'All British and American soldiers and sailors in China.'

"These pamphlets, of which an additional quantity was seized in last night's raids, urge the American and British to desert their colors and refuse to fight against Chinese Communists, declaring that the 'White, or Kuomintang, Armies' are merely tools of foreign imperialism and the Chinese landlords and bourgeoisie.

"The leaflets declare that to-day more than 50,000,000 Chinese are living happily under the Soviet banner, and that whole divisions of Nationalist troops are deserting Nanking and joining the Reds, who are said to have captured dozens of field-guns, hundreds of machine-guns, and tens of thousands of rifles since the first of the year.

"The leaflets charge that an anti-Communist land war is being conducted by Nanking, aided by an anti-Communist river war conducted on the Yangtze and other streams by foreign gunboats."

A CHINESE contributor to the Shanghai *Evening Post*, Hsaio Fung-soh, advises us that the most effective weapon of the Communists among the Chinese has been their exploitation of mass psychology and manipulation of popular movements, notably those of the students, the laborers, and the peasants.

It was through such movements that they surreptitiously maneuvered their way to the commanding positions in various Kuomintang organs, and Mr. Hsaio proceeds:

"The Student Movement was systematically organized until it gradually spread all over the country, and its stand regarding contemporary national affairs respected by both the public and the officials.

"In the meantime, class-room studies were abandoned, and text-books replaced by numerous Communist pamphlets especially prepared for their consumption.

"Obsessed with mistaken ideas of radicalism and incoherent theories of Bolshevized Marxianism, a spirit of revolt drove them into acts of anarchy."

The exploitation of the workers by the Communists, we read then, met with even greater success. For the first time in the history of the nation, labor-unions were organized for political purposes, strikes called to attain political demands, and it is further declared that:

"To impress the workers with their own importance, the Communists caused frequent 'labor congresses' of various unions to be called, during which political issues were made to appear inseparably bound up with various labor problems.

"The indiscriminating workers soon came to assume an air of

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exaggerated self-importance without realizing at the same time that the only result of their sacrifices had been beneficial only to the agitators themselves."

But the exploitation of the peasants, this contributor to the Shanghai *Evening Post* avers, has been the most outstanding feature of Communist activity among the masses.

Following the example of the Bolsheviks, he claims, the Chinese Communist party advocated an agrarian revolution:

"Peasant revolts are by no means uncommon; but an agrarian revolution such as that advocated by the Chinese Communist party was not only unnecessary but also impossible, as has been proved more than once in Kwangtung and other places.

"The slogans employed by the Communists strest the necessity of uprooting the evils which were the cause of the indescribably wretched conditions under which the peasants were living, and also the necessity of raising their living standards.

"Whether the plight of the Chinese peasants is as terrible as the Communists would have us believe is a matter for investigation, tho it is interesting to note in this connection that foreign travelers to the interior have declared that the average Chinese farmer lives more comfortably than, and certainly does not appear so destitute as, peasants in certain parts of Europe to-day."

The "Non-Abiding Peace" in India

"KEEP UP THE BOYCOTT" of foreign cloths is the rallying cry heard above all the rejoicing throughout India over the Gandhi-Irwin political armistice, noted in THE LITERARY DIGEST for March 21.

This we learn from the press of India, which inform us that at the same time when peace and good-will toward Britain are being preached, negotiations go on to ship British products out of India and make the sale of British goods difficult, if not impossible.

Relief at the end of hostilities is mingled with misgivings about the reality of peace, it is apparent.

Pandit Jawahar Lal Nahru, the President of the Indian National Congress—the organization behind the conversations carried on by Mahatma Gandhi with the Viceroy—declares again and again that it is only a "truce"—not abiding peace.

Taking up that refrain, the Indian Nationalist newspapers are warning the Indian fighters to "keep their powder dry." Here is a typical extract from *The People* (Lahore), edited by Feroze Chand since the death of Lala Lajpat Rai, better known as "the lion of the Punjab," who died following a scuffle with the police at the time of the Simon Commission's visit to Lahore:

"What we can get out of the truce will depend partly on the negotiating capacity of our plenipotentiaries and partly on our ability to keep the powder dry. Yes, believe MacDonald and Benn and Irwin by all means—they are honorable folk—but do not forget to keep your powder dry—without which even God Almighty can not give you Swaraj."

THE Bombay *Chronicle*, edited by Syed Abdulla Brelvi, recently released from jail, warns the people against "any voluntary slackening of the boycott," and adds:

"The continuance of the boycott of foreign cloth should not be made conditional on the mill-owners accepting any particular scheme. And, in the last resort, the boycott must rely on the refusal of the public to wear foreign cloth at any cost.

"If the present stocks are at all to be somehow sold out in India, it should be in spite of the boycott, and not because of any willing compromise. Any voluntary slackening of the boycott may mean fresh orders for foreign cloth."

Meanwhile Bombay Associated Press dispatches tell of the departure from India of Lord Irwin, who relinquished his high post of Viceroy to Earl Willingdon, former Governor-General of Canada. It is related further that:

"One of the men most affected by his departure to-day was possibly his greatest political enemy, Mahatma Gandhi.

"The two, throughout the animosities raised by the civil-disobedience campaign, remained firm personal friends.

"'I shall see you in London at the second round-table conference,' Lord Irwin said to Gandhi in good-by.

"Gandhi, smiling cryptically, answered: 'It is in God's hands.'

"He raised his clasped hands in front of him in the manner of a high priest as if blessing the departing Viceroy, and bowed his head reverently.

"Obviously deeply affected, Lord Irwin clasped his hand.

The Claws of the Tiger Need Trimming

John: "I'm beginning to doubt Mr. Gandhi's claims to have this animal under control."

—"The Bulletin" (Glasgow).

"Asked what his next step would be in solving the Moslem-Hindu Communal problem, Gandhi replied:

"'I am going to pray, because prayer can move even mountains.'"

DISPLEASURE at Gandhi because he signed the truce is declared by Indians editors to be outspokenly exprest by some of the young bloods in the Indian National Congress.

They are particularly angry that he did not press for the release of prisoners under trial and of those charged or convicted of "violent political crimes." The Lahore *Tribune*, edited by a Bengali journalist of "moderate" views, declares, for instances:

"The Vice-President of the Congress Committee of the Frontier Province, Khan Ali Gul Khan, has made no secret of the fact that he is dissatisfied with the Gandhi-Irwin agreement.

"Nothing short of the economic liberation of the country can please him. 'But,' he says in the same breath, 'as soldiers we are in duty bound to obey our great General Mahatma Gandhi. A soldier's duty is to obey and obey implicitly.'"

But not all the hot-heads of the Indian National Congress are disposed to obey. There is talk of open defiance—revolt.

In the meantime British writers in India are heaving a sigh of relief on the principle of "sufficient unto the day is the evil thereof."

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A Chat with Curtius

A CLEVER NORWEGIAN JOURNALIST caught Dr. Julius Curtius off guard the other day, and Germany's Minister of Foreign Affairs confessed that his greatest hope was for a French-German trade accord.

More than any other move, he confided, such a plan would save Europe from chaos.

A scholarly ancestor once changed the Low Dutch family name of Korte into the Latin Curtius. This long-headed, dark-haired German, with aquiline features and sharp chin, might pass for a Roman himself. A native of Duisberg, he knows his Europe thoroughly. He studied international law in France's Sorbonne. He knew old Russia from Moscow to Odessa.

At the outbreak of the war he turned from international law to the command of an artillery battery before Strasbourg. To-day no European statesman is more widely quoted by the European press.

To the correspondent of the Oslo daily, Julius Curtius chatted not as the official spokesman of Germany, but as the student, the economist, the traveler. He confessed his admiration of France, and his deepest hope for a customs union on the model of that one he recently arranged in Vienna. He is quoted directly by the *Tidens Tegn:*

"Nothing would be dearer to me.

"There again, Germany is ready to enter negotiations.

"A customs union between France and Germany would be a conquest of the first order for the economic life of Europe.

"It is indeed to be understood that a trade accord of this sort would present certain transition problems that I by no means disregard. One is that the whole economic life of Occidental Europe, which is based on the cultivation of the vine, would not fail to be affected by a customs union of this character, for viniculture in France is much more advanced than in Germany.

"But these transition problems are as nothing compared with the great advantages that such a union would bring to both countries with the passing of time.

"My greatest hope is that this accord will become a reality."

Keystone copyrighted photograph

A German Friend of France

Germany's Foreign Minister, Dr. Julius Curtius, who advocates a customs union between France and Germany.

THE Norwegian newspaper man boldly brought up the question of disarmament; and tho he was trained as a provincial lawyer, Curtius answered without reserve:

"This comedy of disarmament, which has been played now for several years, can not go on forever.

"It has been a matter of making demands on us, without end, without wishing to do anything in return.

"The French ought to understand that it is now their turn.

"The French should now get to work. I believe firmly in the success of next year's disarmament conference. It must succeed, for without that, it will be the end of the League of Nations, and Europe will fall into chaos."

Turning then to the problems of reparations, Dr. Curtius confided to the correspondent of the *Tidens Tegn:*

"We have not wished to plunge into that complicated problem, but in view of the economic situation, the war debts weigh so heavily on German shoulders that we can not go on carrying them."

Following the wide-spread attention given this interview by the European press, official Berlin, has denied that it is the expression of German State policies.

The Soviet Death Corridors

ALTHO THE SOVIET REPUBLICS abolished capital punishment, the penal code has now been amended for a "transition period," and many enemies of the Bolshevist régime are unceremoniously shot.

The horrors of the "Dopr," or "corridors of death," are gruesomely depicted by Vassili Chebanov, a special correspondent of the Parisian weekly, *Détective.*

Dangerous bandits, lying officials, counterfeiters, counter-revolutionists, speculators, those who obstruct Soviet plans, and even farmers who refuse to turn over their crops to the State—these are among the criminals, we are told, who are sent to the "corridors of death" before facing the firing squads. One prisoner, who was lucky enough to escape, confided in Mr. Chebanov:

"The cells in the death corridor are located in a damp, dark cellar. The windows are on a level with the ground. Their bars are reenforced by heavy iron netting. Each of these cells was constructed to hold a single prisoner, but they are usually crowded with three or four.

"No bed; no mattress; no walking space. During the daytime a deathlike silence reigns in the corridor. You hear only the footsteps of the guard. At twilight animation begins.

"Then a black wagon comes from the G. P. U. Seized by anguish, the prisoners wait.

"There is a knock at the door of the corridor.

"The guard turns the lock. Footsteps echo down the corridor. The door of a cell is thrown open. The warden cries out the name of a prisoner, 'To town—with all your belongings!'

"Such is the usual formula of the executioner. It deceives no one. Every one, prisoners and guards as well, knows what 'to town' means—in the death corridor, they wait for the official gunman."

THE motors of several trucks are sent in noisy vibration, continues the *Détective* correspondent, to deaden the noise of the gun. One shot suffices.

"The Soviet Republic does not waste lead and powder. Then the corpses are loaded on the trucks and carted away to be thrown into a common ditch."

The same prisoner told Mr. Chebanov:

"Relatives are not notified. At the prison they are merely informed that so-and-so has left the '*Dopr*' for the G. P. U.

"Often mothers, who can not or who will not believe that their sons have been shot, keep coming back for weeks begging for news of them. They are told nothing. The sentence is never published, except in rare cases, and then only after the execution.

"Thus it is in fact that the death penalty, abolished by the Soviet Penal code, is still the final weapon of Soviet Justice."

An astonishing disclosure of another nature acts very much like an indisputable proof of the correctness of Mr. Chebanov's recital.

He tells us that no less well-informed a person than a former member of the secret police confirmed this report, and defended these methods to Mr. Chebanov, who quotes him:

"'What good are solemn executions, trumpet soundings, the pronouncing of the verdict, the executioner in his bonnet and red blouse, the last wishes of the condemned, the priests?

"'Why should we create an impressive stage-setting which gives a criminal the opportunity to die with dignity?

"'That would only serve to encourage crime, that permits him to assume heroic attitudes, to swagger!

"'How much harder it is to face death ignobly, alone, naked, in a chilly dark cave, standing before two or three officers of the G. P. U., who are in a hurry to get through with the job.'"

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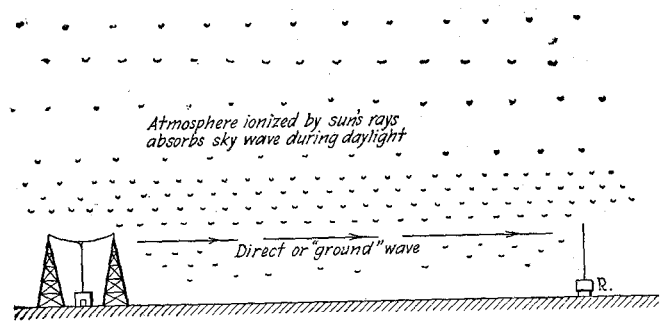
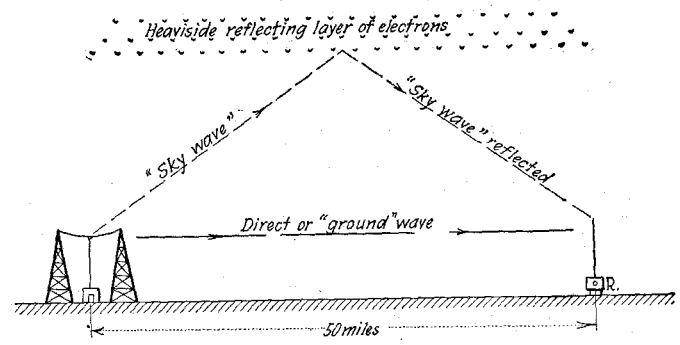


Courtesy of *Radio Retailing*

Broadcasting Conditions During Daylight. Only Ground-Wave Received, Undisturbed



Present Night Reception. Ground and Sky Waves Interfere at 30 to 80 Miles from Station

Why the Radio Fades and "Mushes"

OLD SOL IS AT THE BOTTOM of it, according to *Radio Retailing* (New York).

Sun-spots are few just now, as they come and go in a cycle of about eleven years.

Freed from their disturbing influence, the plane of electrons about 100 miles above us is smooth and reflects well.

The result is a reflected electric wave that interferes with the direct wave between stations. Says the paper named above:

"From all parts of the country radio men have been receiving complaints that after nightfall, this season, strong stations near the listener suddenly fade badly or cut new capers in distorting or 'mushing' every few minutes.

"In 'mushing,' the station signal, while still heard, suddenly becomes unintelligible. The voice sounds as if the performer had a mouthful of hot mush. A few seconds later the conversation is as clear as ever.

"Thousands have ascribed such symptoms to a fault in their own sets. Countless complaints to dealers and service men have resulted.

"This difficulty, however, is not in the receiver but is due to the same conditions in the upper atmosphere which have been giving us such exceptional long-distance reception this winter. During the past few months the great horizontal radio reflecting plane of electrons—the Heaviside Layer, 100 miles above the earth's surface—has been comparatively quiescent and smooth, owing to the absence of magnetic disturbances from spots on the sun.

"As the result, this layer reflects back the 'sky waves' from broadcasting stations near and far.

"In the case of stations near by, the waves at the present time strike the ground in much greater strength than heretofore, with the result that they interfere with the waves coming directly from the station, and this interference now occurs at locations much nearer than before.

"The radio waves which have made the longer journey, even tho traveling at 186,000 miles per second, arrive a few thousandths of a second behind those coming direct. If the impulses coincide 'in phase,' the sound in the radio is increased.

"But a few seconds later if the sky-waves and ground-waves arrive out of phase so that one cancels the other, the listener gets only silence, and the station appears to have 'faded away.' As the reflecting layer of electrons drifts higher or lower, the two sets of waves alternately reinforce, then cancel each other, so that the station sounds first loud, then soft.

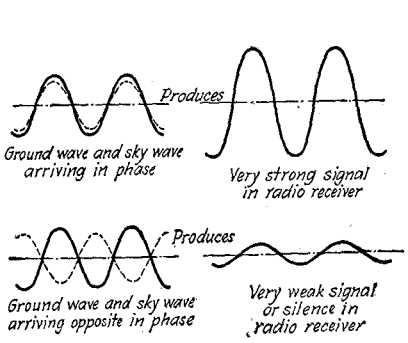
"Formerly this fading, for most stations, took place at distances from 100 to 150 miles from the broadcast transmitter. But during the present winter season, the reflected waves sent down by the quiescent Heaviside Layer have been so strong as to interfere with the ground wave at points within 30 to 50 miles of the transmitter.

"Not only is there complete 'in and out' fading but also often the 'mushing' already mentioned. This 'mushing' may be caused in either of two ways: (1) by 'in-and-out' fading so rapid that it actually reaches an audio-frequency, and so introduces a flutter which breaks up the speech or music, or (2) by the unequal fading of different frequencies in the voice signal, so that the central carrier wave may be faded out and missing momentarily while the 'side bands' continue, producing the garbled voice sounds which have been so exasperating during the present season to 50-mile listeners.

"It should be noted that none of these fading effects occur in daytime, when the reflecting power of the Heaviside Layer is temporarily broken up by the ionization of the lower atmosphere by the sun's rays. During such daylight hours only the direct waves from the broadcast station reach the listener, and since these suffer no interference, the listener is undisturbed by fading or mushing.

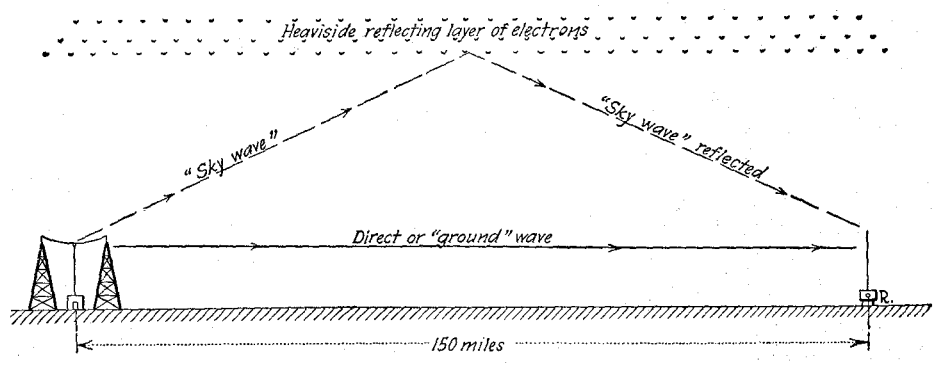
"The effects thus reported are, of course, only temporary and will clear up with the return of more sun-spots which are soon due back again according to their regular eleven-year cycle. Radio listeners who are temporarily plagued by this annoying fading will then have relief, and the return of former conditions, with fading taking place not nearer than 100 to 150 miles.

"Meanwhile there is nothing that the broadcasters, the manufacturers, the dealers, the service men, or listeners can do about it. But the true nature of the trouble should be explained to the public, so that broadcasting stations or radio sets will not be blamed for a condition wholly within the ether itself."


Produces
Ground wave and sky wave arriving in phase
Very strong signal in radio receiver
Produces
Ground wave and sky wave arriving opposite in phase
Very weak signal or silence in radio receiver

Courtesy of *Radio Retailing*

Ground and Sky Waves Combine to Make Loud Tones or Silence



Normal Night Reception Conditions, with Fading at 120 to 150 Miles. Will Return in 1932 or 1933

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Fire from Carelessly Shipped Batteries

A STORAGE-BATTERY, CARELESSLY SHIPPED, may become short-circuited and start a blaze.

A lonely battery, under these circumstances, would simply destroy itself, and the shipper would very justly lose his property.

But goods are not shipped alone. They are commonly surrounded by other goods in a freight-car. A fire consumes not only the property of the careless man, but that of many others who do not deserve it.

"People who are so ignorant and careless," concludes the New York Bureau of Explosives in its Accident Bulletin No. 96, "couldn't safely be trusted to play with rubber dolls." To quote *The Bulletin:*

"Out in the country districts where electric current isn't so common in the home, folks run their radio sets with electric storage-batteries. Also, there are millions of automobiles in this land of ours, and every one has a storage-battery in it, excepting the cars that are on the junk heap.

"This means that there are scads and scads of batteries in use. Since a battery only lasts a few years, there are plenty of 'em being made—and shipped. The battery is an innocent-looking object. True, it contains, in most cases, some sulfuric acid, but the acid isn't very strong. It can do damage, of course, if it leaks out, spoiling clothing, foods, etc.

"Still, there's another way in which it can be even more dangerous, and that without even coming out of the battery! A storage-battery without any electrolyte in it is no more dangerous than any other heavy object, such as a piece of rock. You can attach wires to the terminals of such a battery, and not a bit of current can you get out of it.

If you have the electrolyte (the liquid) in the battery, however, by putting a wire across between the terminals, you'll get some current! Such a short circuit will heat the wire instantly, and burn it through if it isn't quickly removed. It's the liquid that completes the circuit inside the battery.

"You don't need a wire to make the circuit complete outside the battery—any piece of metal will do!

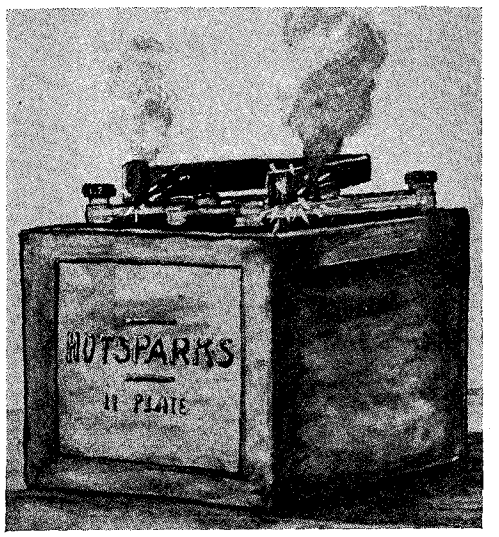
"Since these batteries are heavy, many of the handles for carrying them are made of metal. The manufacturer gives a handle with each battery, and the handles are sometimes so made that they are firmly fastened to the battery, and nothing but a wooden roller-grip can touch the top of the battery. Other kinds of batteries have all-metal removable handles, which have to be fixt somehow on the batteries to which they belong. Unfortunately, some folks have found it convenient to lay the handle on top of the battery! This grand idea shows what deep thinking some people can avoid doing!

"A certain battery was shipped by express with the handle on top of the battery! After a little while, the handle jarred around till it touched both main terminals of the battery. Flash! Spat! The fire flew out and set fire to near-by merchandise in a jiffy. Luckily, the trouble was seen and the fire put out quickly; but after those few moments, the battery was no longer as good as it had been!

"Three cartons of storage-batteries were loaded into a freight-car with other merchandise. Some packages were placed on top of the battery boxes. Once again, the handles were loose atop the batteries. The packages above pushed the handles down into contact with the battery-terminals!

"Whoosh! Fire! This time the fire was in the bottom of a load in a box-car. Before the blaze could be checked, $2,000 went up in smoke!

"Somehow, it seems to us that the man who would pack metal handles on top of charged batteries, with electrolyte in them, would try to drop a piece of chewing-gum into the slot-machine, expecting to have a cent come out!"



Courtesy of the Bureau of Explosives New York

"Flash! Spat! Whoosh! Fire!"

"People so careless as to ship batteries in the above manner couldn't be trusted to play with rubber dolls."

Shall We Live on Raw or Cooked Foods?

A CERTAIN AMOUNT OF RAW FOOD is desirable in the dietary, since cooking tends to destroy vitamins and to dissolve out necessary mineral elements.

On the other hand, any attempt to subsist entirely on raw foods defeats its purpose.

These conclusions, based on the latest physiological tests, are accepted by the writer of an editorial in *The Journal of the American Medical Association* (Chicago), who says:

"With the development of the newer conceptions of nutrition has come a recognition of the importance in our usual foods of certain mineral elements, such as calcium, iron, and iodin, and others, probably organic in nature, which have been called vitamins.

"Some of the time-honored methods of preparation of food have been shown to destroy or to waste a considerable part of these factors. Relatively long heating even at moderate temperatures in open utensils tends to decrease the content of all the known vitamins in foods. Likewise the inorganic salts tend to be leached from the material being cooked and, especially with vegetables, are frequently discarded.

"It naturally follows that one of the dicta of the modern student of nutrition is not to cook everything one eats. However, sound as this principle is, it has at times been perverted, and has provided the point of departure for the program of food faddists.

"A diet of fresh, raw, leaf and root vegetables, fruits, nuts, uncooked cereals, oil and honey is frequently eaten by those who, for ethical or religious reasons, eschew foods of animal origin. The limitations of a raw diet have been pointed out by Loewy and Behrens. From the point of paucity of both protein and energy the raw-food system of nutrition is inadequate, and the German investigators point out the danger of subsisting on such a ration for more than a short period at a time."

DOES cooking decrease the nutritive value of food if care is used to provide the traces of those potent factors now known to be indispensable? We read on this point:

"The use of heat develops odors and flavors which influence the flow of digestive fluids; it is important from the point of view of sanitation and favors the digestion of meat protein, both by softening the connective tissue and by coagulating the protein itself. It is conceivable, however, that the character of the proteins is altered by cooking, and that the utilization is consequently poorer in spite of the more rapid digestion. Evidence on this point has recently been obtained on experimental animals by Scheunert and Bischoff.

"The meat was fed raw, was cooked for one and a half hours, was autoclaved for one hour at a pressure of one atmosphere and four atmospheres, respectively. Better growth was observed with the cooked meat and the meat autoclaved at a pressure of one atmosphere than with the other rations. Further evidence has been brought forward by Hilsinger. Raw and cooked meat and raw and heated milk were given to three children and to an adult, and the heat production measured for from five to ten hours after eating. The meat experiments showed that a higher maximum was produced by the cooked meat, and that this heat was evident more promptly than with raw meat. In the milk experiments, cooking did not produce any effect.

"These studies provide cogent evidence that heat treatment of protein, such as is ordinarily practised, does not interfere with its usual influence on cell metabolism or prevent its utilization for growth and reproduction. While some uncooked fruits and vegetables are essential in a well-balanced ration, man can not subsist on such food materials alone under optimal conditions of physiologic economy."

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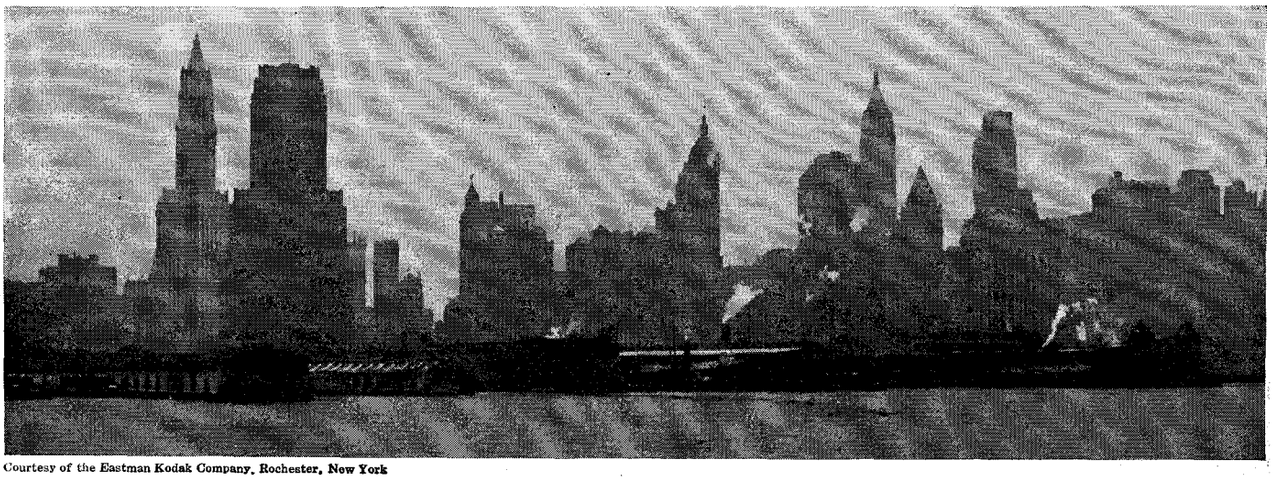

Courtesy of the Eastman Kodak Company, Rochester, New York

What the Fast Film Can Do: New York Sky-line Snapt on a Cloudy Day Late in Winter

"The building and wharf detail," we are told, "would have been out of the question under these conditions with a slower film."

Faster Films for Cameras

GOOD-BY TO KLIEG EYES, frayed nerves! Life, possibly, is going to be made easier for movie actors and cameramen by a new type of film, about three times as "fast" as that now in use, announced in the daily press.

The term "faster," it is explained, means simply "the ability to expose a photographic image with less light."

To actors this film, exposable in less light than is now used, should mean a decrease in eye-strain.

To cameramen (both still and movie) it will mean less equipment to complicate matters.

The newspaper account describes in more detail what this film means to the motion-picture industry:

"The increased speed and extraordinary color sensitivity of the new film are expected to be of particular usefulness in natural-color photography, where the great concentration of light hitherto necessary has been a drawback.

"Another practical advantage claimed for the supersensitive film is an increase in the possible 'depth of focus' in sound-film photography. The use of incandescent lighting made desirable the wider opening of lens diaphragms to let additional light into the cameras. This, in turn, greatly diminished the range within which the actors could move and yet remain in focus. When sound came to the movies, depth of focus became of increasing importance, because it is irritating to audiences to hear a clear voice coming from an out-of-focus actor.

"With the greatly increased speed of the new film, it will henceforth be possible to 'stop down' lenses, increasing the depth of focus and thus permitting greater latitude to directors in moving their actors about before the camera. The characters will no longer have to remain in a narrow plane at a fixt distance from the lens under penalty of blurring into the background or becoming fuzzy in the foreground.

"An alternative advantage of the new film is the possibility of reducing the amount of light to one-half or one-third the present quantity. In practise, it is expected that the studios will compromise between the maximum reduction of lighting and the maximum gain in depth of focus, taking partial advantage of both benefits offered by the new type of material.

"A further characteristic is the greater ability it will give newsreel cameramen to make pictures under difficult conditions, both at night and in daylight insufficient to make clear pictures on film of the speeds previously in use.

"Prize-fight pictures, taken under incandescent lights, will be better, and previously impossible indoor-action scenes, like hockey and basket-ball, will become possible. Successful motion-pictures of action on a theater stage, photographed from the balcony, were made during the tests that preceded announcement of the film—a feat considered difficult."

Commercial photographers will benefit no less than newsreel men, and in much the same way, another bulletin relates, thus:

"Industrial photographers are often faced with difficulty in obtaining sufficient artificial lighting for subjects such as 'long-shots' of factory interiors or close-ups of machines with operators. Flash-lights are banned in many plants—altho the new photo-flash-lamps have entirely eliminated smoke and the fire hazard. Since the supersensitive panchromatic film is especially efficient under artificial light, plant photography is obviously simplified. Much less artificial illumination is now required. This is valuable in several ways.

"First, that the amount of necessary lighting equipment is reduced.

"Second, that the amount of the electric 'load' is cut down.

"Third, photographers will no longer be required to clutter areas in which work is being done with large numbers of heavy lamps, and thereby avoid hampering general factory operations.

"Fourth, where the usual amount of artificial light is available, much shorter exposures are possible. This is valuable in arresting the motion of people or moving objects. If shorter exposures are not required, smaller lens stops can be employed to increase sharpness and 'depth of field.'"

Seaweed to Cure Corroded Boilers

CACTUS-JUICE AS A WATER-CONDITIONER for boilers was noted in these columns recently. Another vegetable preparation, which has been named "algor," is prepared from seaweed by a New York firm of hydrological chemists.

An article contributed to *The Marine News* (New York) says that the seaweed preparation "may be said to make chemical reaction tanks of ship's boilers," for:

"Through physical ability to absorb soluble impurities, it attracts to and holds on the surface of its particles the soluble salts and dissolved gases. It is well known that dissolved oxygen and carbon dioxid are among the main causes of corrosion.

"Each of the particles is electro-negatively charged. The water impurities are positively charged, and when these come in contact with the negatively charged particles, a flocculent precipitate is formed which sheathes, surrounds, or entrains the insoluble impurities. As this gains weight it settles to the lower part of the boiler, where it is readily removed."

NUMEROUS attempts, the manufacturers say, have been made to utilize seaweeds for this purpose, but the only variety that they have found effective is obtained off the coast of Donegal, Ireland, and the Western Highlands of Scotland. They write:

"The Gulf Stream seems to have a favorable influence on the character of the seaweed. The weed is matured by at least two or three years' growth, and only the particular class of algæ containing the algorates in a ripened condition are 100 per cent. efficient."

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Mozart's Unknown Grave

MOZART IS KING IN AUSTRIA this year.

That is not to say that Salzburg has not paid its yearly tribute in a festival held in the Mozarteum, built in his honor.

But festivities of a Mozart memorial nature are to extend throughout this year

Every one there hopes it will increase the tourist trade.

Mozart as a Youth

He wrote his own requiem.

Some newspapers, says Whit Burnett in the New York *Sun*, are "running cartoons of all types of tourist-servers holding out their begging hats to the ghost of Mozart."

But the Mozart Memorial Monument rests on solid ground with "no hallowed bones" beneath it. Which means, according to Mr. Burnett, that "nobody to this day—140 years after his death—can say exactly where the body of Mozart is buried."

And his review of the strange case is interesting:

"The several attempts, one in 1808, again in the 'seventies, to locate the bones of the composer have failed.

"And with this current and most pretentious 'year' in Mozart's honor, set aside to memorialize his work, Vienna seems finally reconciled to the fact that the whereabouts of the ashes of the famous musician shall forever remain a mystery.

"In the Central Friedhof (peace court), the great and newest graveyard in Vienna, a monument marks the memorial to Mozart, but there is no coffin beneath the monument as there are coffins beneath the monuments near by over the graves of Beethoven, Gluck, Hugo Wolff, Johann Strauss, Josef Lanner, Von Suppe, Johannes Brahms, and Schubert.

"Mozart's absence from this 'musicians' corner,' while a familiar story to many in Vienna, is not widely known, and considerable new light on the facts has recently been cast by new books in both German and French.

"Wolfgang Amadeus Mozart died in 1791 under conditions of poverty, and after a wasting illness to which he seemed for months under the premonition he would succumb. His death occurred in Vienna after his return from Prague, a few weeks after his appointment to the kapellmeister's post of the great Vienna cathedral church of St. Stephen, a position which, for the first time in his life, assured him of being able, as he exprest it, 'to live in peace, no longer the slave of fashion, nor the tool of speculators.'

"He was never to profit from the appointment, however. His thoughts were on death. His last 'Requiem,' he told his wife, he had 'written for himself.'

"The disease which killed the composer was never precisely diagnosed, but seemed a form of consumption with complications. Unable to move in bed for the two weeks or so which preceded his final short delirium and death, Mozart yet retained his mental faculties, and conversed to the last about music."

THE final concert given by the Friends of Music in New York, on April 5, was devoted to this "Requiem." The large audience gathered at the Metropolitan Opera House was in strange contrast to the funeral of the composer:

"The funeral, on December 6, 1791, for Mozart, dead at the age of thirty-five years and ten months, was a meager and ill-attended affair. The services in St. Stephen, where he was to have directed the choir had he lived, were held over his body in a small side chapel.

"It was a heavy, snowy day. The interment was what in Europe is called a 'third-class' funeral, for which was paid three florins and thirty-six kreuzers, or about a dollar and sixty cents. The hearse cost another dollar and a half.

"The weather grew worse. Both rain and snow fell together, and the few friends, including three women—Mozart's wife was prostrate and did not attend—marched from the cathedral to the small cemetery of St. Marx, their umbrellas dripping.

"The only persons who accompanied the coffin besides the women were the Kapellmeister Roser, the violoncellist Herr Orsler of the court orchestra, and Mozart's friend, Süssmayer.

"The man who had begged Mozart a little time before for an opera in order to save his theater from bankruptcy, and who was then directing a phenomenal 'run' of the piece, 'The Magic Flute,' from which Mozart failed to receive a single penny, did not attend.

"Mozart was buried in one of a row of graves with only a wooden cross to mark the spot, which was then forgotten for some twenty years by the general public.

"In 1808 inquiries were made as to the precise spot of the interment, but the sexton could not tell which was Mozart's, many of the crosses 'having fallen into decay and the contents of many of the graves having been exhumed or removed.'

"In 1832 King Louis of Bavaria visited the widow of Mozart at Salzburg to inquire about raising a monument over the grave. Together they went to St. Marx Cemetery, but it was impossible to determine exactly where the grave was, and many persons blamed Frau Mozart, who married a second time, for neglect. She, in turn, said she thought the tending of the grave was a duty of the parish.

"With the opening of the new graveyard in Vienna in the last quarter of the last century, the bodies of most of the famous musicians who had died in Vienna—some equally as bad off financially as Mozart, but all magnanimously 'appreciated' after their deaths—the last attempt to locate the body was made, and failed."

The Cover

ENGLISH to the backbone is the scene on the cover of to-day's LITERARY DIGEST.

A perpetuator of the tradition of Morland, and a contemporary of that artist's later years, was William Shayer, the painter of "The Milk Carrier," who was born in Southampton in 1788.

No more prolific exhibitor with the Society of British Artists, founded in 1824, was enrolled among its members. For a period of nearly fifty years Shayer sent his canvases annually, sometimes to the number of twelve, usually depicting rural life.

He died at Shirley, near Southampton, in 1879.

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Dreiser on the Sins of Hollywood

ONE DOES NOT SEE THEODORE DREISER sitting and rolling his handkerchief—his reputed habitual gesture—while discoursing on the sins of Hollywood.

"Smoldering anger" is what he displayed before Elenore Kellogg of the New York *Herald Tribune*, and a threat to "fight for my literary character, if it takes years."

The films, he thinks, "are feeding the people hokum, insincere sexy stuff, crazy and expensive but just make-believe."

A moving-picture concern has bought the right to "reproduce" his play, "An American Tragedy," but Mr. Dreiser is not pleased with Hollywood's interpretation of the word "reproduce":

"He declared that they had left out all the first part showing the boy's development, and had ended the film with the boy, now grown up, receiving his death sentence. The death-house scenes, with their deeply moving psychological probing, also were left out as 'too drastic,' tho Mr. Dreiser pointed out that the play with the death-house part in it ran here to packed houses.

"'I am going to fight,' declared the author, referring to his announced intention of bringing suit to restrain the producing company from showing the picture.

"'I have a literary character to maintain, and I contend that I have a mental equity in my product and the character of my product.

"'Even tho they buy the right of reproduction, they don't buy the right to change it into anything they please. The word reproduction means about what it says.

"'They can't take a piece of work that is inimical to my standards, and picture me as writing something I never in the world could have written.

"'Law or no law, I believe I can go before the courts of equity, the Federal Court, and get a decision, and I will get it, if it takes years.'"

GOING on from the particular to the general, Mr. Dreiser views the American screen in the light of present social conditions, and the part it plays in making them worse:

"If an earthquake or any other catastrophe happened, much less an economic depression, they would still be employing their magnificent brains out there on the right length of a kiss, or on 'the impatient virgin.'

"They think they can evade problems if they make everything conform to the lowest-grade minds in the country, these little State reformers. If you mention a problem, they throw up their hands and say, 'My God, what would we do with a problem?'

"Sex and love, love and sex, that's the American interest. They get a telegram from the manager of some little theater in Hocus, S. D., saying his audience can't understand problems, give them love.

"These enormous studios, extending over blocks, with 10,000 cars standing outside, look as tho the world could be made over in them. They have conferences every day, they talk about what they will do, but it always comes back to the same thing, the right to kiss.

"They are dealing with the total average mind of the United States, these movies, and what they're doing to it is fantastic. They're making the average housewife or clerk believe that all that's important is this junk, that this is the way life is to be dealt with.

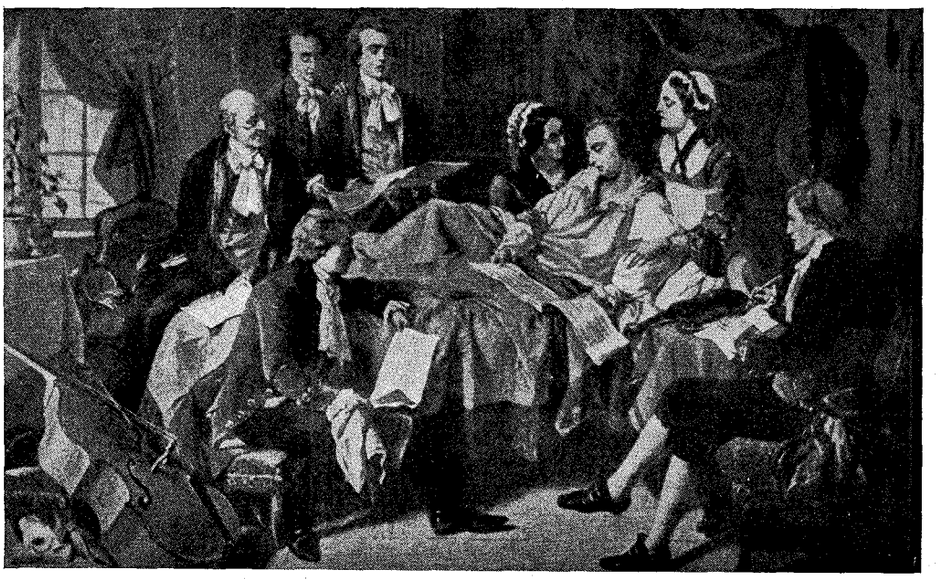
"There is danger in New York right now of two or three of the greatest financial institutions in the world tumbling, and if they did, the condition of the country would be much worse. It doesn't occur to them that economic or social or educational problems are subjects for movies.

"They have to get back to the kiss stuff. For purely commercial reasons they try to find what pleases the dub at his lowest, because he is the most numerous.

"That's what's the matter with the mind of America to-day.

"John Dewey and other radicals say you can't interest Americans in any serious problems.

"Why? It's the damned movies, like bread and circuses in the old Roman days. Here they fill 'em up with kissing scenes.



Imagination Makes Amends for Facts

Mozart died neglected and forgotten, but this picture shows his parents and the musician Süssmayer, to whom Mozart committed the completion of his "Requiem," with others shining in the light of his fame.

"It's a low mental condition for a country to be in, and a low comment on the United States that an enormous industry should flourish on that basis."

So Much a Word

THE business man in Arnold Bennett is brought out by the literary editor of the London *Daily Express*.

Bennett, in writing articles, counted his words and exacted their market value in shillings, and there seems to have been nothing thrown in for good measure.

Also the exact complexion of his words was to be maintained as he gave it to them.

Thus:

"Once I upset him a little by printing a word in the heading of one of his articles in italics. 'If you ever ask me to write for you again,' he wrote, 'I do most solemnly exhort you not to diversify the types. I think that a properly written article should, and does, make its own emphases. The trouble, in my opinion, is that so few article writers have ever suspected that an article ought to have a shape, a curve, that it ought to be constructed.'

"His price for newspaper contributions was high enough to raise most eyebrows even in this era of spectacular rewards for authorship—two shillings a word to *The Daily Express*, because of his old and close association with this newspaper, half a crown a word to others.

"If he wrote, say, fifty words over the agreed number he would insist on his fifty extra florins.

"If you demurred, he would salvage the surplus words, I imagine to use at some other time. It was all part of the technique of living and moving, and having his being which he had worked out for himself very early in his career. Read 'The Truth About an Author,' that most diverting of modern literary autobiographies. It was one of his gayest and best books."

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Should the State Kill?

THE PEOPLE OF MICHIGAN have refused to restore the death penalty.

They voted it down in spite of the fact that a man described as the most notorious gang killer in history was awaiting trial in a county jail at the time of the referendum, and notwithstanding the tremendous wave of indignation aroused last July in Detroit by the wanton murder of "Jerry" Buckley, radio announcer and civic reformer.

Elsewhere, too, dislike of legally killing a murderer obtained the upper hand.

A few weeks before the Michigan referendum, Gov. H. H. Woodring of Kansas vetoed two measures providing for electrocution of first-degree murderers and robbers because of his personal objection to the extreme penalty and also because the jury instead of the court was to be allowed to fix the punishment.

International Newsreel photograph

For Death Penalty

But the people of Michigan voted down the measure advocated by Gov. Wilber M. Brucker.

In New York, however, the annual attempt of opponents of capital punishment to have it abolished met with its usual failure.

The question whether a life for a life is a deterrent of murder remains unsettled.

Opponents of legal execution assert that it does not deter, largely because juries will not send a murderer to the chair, lethal chamber, or scaffold, while its advocates retort that if the death penalty were made certain it would act as a deterrent.

The English noose is cited as an example of its deterring effect, but even in England effort is being made to do away with the hangman.

Capital punishment was abolished in Kansas in 1907, but no one had been executed in the State for nearly forty years before, and only five have been executed in all its history.

MICHIGAN abolished the death sentence in 1846. Six other States do not have capital punishment. It was abolished in Rhode Island in 1852, except in the case of murderous assault by a prisoner serving a life sentence; in Wisconsin, in 1853; in Minnesota, in 1911; in North Dakota, in 1913, and in South Dakota, in 1915. Maine abolished it in 1873, restored it in 1882, and abolished it again in 1887.

Six States have abolished capital punishment, but later restored it to their statute books. These, with the periods of their abolition, are: Iowa, 1872-1878; Colorado, 1897-1901; Oregon, 1914-1920; Tennessee, 1915-1919; Arizona, 1917-1919, and Missouri, 1917-1919.

The fact that juries dislike to impose the death penalty and that, apparently, life imprisonment is more certain for those who kill seems to have influenced some of the voters in Michigan, according to a portion of the press.

But the Grand Rapids *Herald*, which, among several others, supported the restoration of the death penalty, reports that three other elements opposed it—those who conscientiously believe that no man should be put to death; "those sob-sister sentimentalists who are forever wasting sympathy on the 'poor boys' who break the laws, and the underworld element, particularly in Detroit." Reenforcing these factions of opinion, we are told, was another group which voted against the death penalty in a cynical conviction that law-enforcement machinery is no longer dependable.

But if gangland, which others, too, suspect of having had an active influence in the voting, expects to make capital out of the result, *The Herald* warns that "Michigan is not through with the death penalty. Unless the increase in crimes of violence is stayed, this issue will be revived in future sessions of the Legislature."

GOV. WILBER M. BRUCKER also would rob gangsters of any comfort they may have taken to themselves. He issues a statement saying that "failure to adopt capital punishment only adds to the necessity to speed up every existing agency to a greater degree of efficiency." And he adds that "the size of the vote in favor of capital punishment indicates that a large bulk of our people are emphatic in their disapproval of soft measures in dealing with criminals."

Acme-P & A. photograph

Vetoes Death Penalty

Because Gov. H. H. Woodring of Kansas believes that it does not deter the criminal.

Characterizing the death-penalty bill as a war measure, the Detroit *Free Press* waged a strong campaign for its passage by the people, warning them that only by unsheathing the sword could they hope to cope with organized bandits, who, "armed to the teeth, are infesting the cities and the country, killing regularly for profit, and frequently assassinating with a wantonness that suggests murder for pleasure."

Capital punishment, said *The Free Press* a few days before the referendum, "is a first requisite if any successful defensive campaign is to be carried on against the thugs in this State," and it went on forcefully:

"With an enemy operating in force, armed with automatics, machine-guns and bombs, traveling in high-powered, armored cars, and ready to shed the blood of the innocent with all the callousness a Tatar on the war-path would exhibit, there is only one thing for people who love their homes, their families, and their lives to do. They must use every means at hand or available to defend themselves and exterminate the enemy as quickly and definitely as possible.

"It seems almost incredible, but it is a fact nevertheless, that this literally is what Michigan is up against to-day. The sooner it faces the situation and grapples with it, the less it will suffer."

A FAMILIAR claim of the opponents of the death penalty, notes the Syracuse *Herald*, is that it is discredited because so many murders are committed in spite of it. "But," says *The Herald*, "it is only fanciful speculation to assume that if the death penalty were abolished in all the States, the tragic toll would not be much greater." As *The Herald* sees it:

"The murder toll is only a phase, tho a terrible one, of the American crime epidemic.

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"So it is idle to contend that the alleged reluctance of juries to convict for first-degree murder is an appreciable cause of a varied calamity. Undoubtedly the delays and uncertainties in the administration of justice have much to do with it. That is surely a good reason for diminishing the delays and uncertainties, or removing them entirely, if that be possible.

"But it is not a good reason for abating the severity of punishment."

And another New York paper, the Albany *Evening News*, makes the point that "capital punishment is useless unless it is exercised. If it is not a deterrent, it is because the chances are that the murderer will escape that penalty."

But there is an array of sentiment that agrees with the opinion of the Milwaukee *Journal* that the people of Michigan voted wisely. "Life imprisonment, with speedy trial and certainty of conviction in case of guilt," says *The Journal*, "is a far better deterrent than a relic of the Dark Ages that does not work."

The studied opinion of those who deny society's right to kill is best reflected, perhaps, in the veto message of Governor Woodring of Kansas, quoted, in part, as follows:

"My veto of these bills is not actuated by any maudlin sympathy for the criminal.

"Society has the right and must protect itself against the assaults of the antisocial.

"My veto is predicated upon my conviction that it is for the best interests of the State that capital punishment be not restored, and it is with the interests of society in mind that I exercise the veto power.

"While the science of criminology, which embraces the science of penology, is a subject upon which we all have definite, pronounced, and generally erroneous views, the truth is that most of the defects in our system of dealing with crime are due to our failure to put away passion and prejudice and attack the solution of the problem from a scientific angle, as we do other problems.

"We can not avoid the primitive human instinct which demands vengeance for the satisfaction of the resentment of the individual. In tribal days our ancestors viewed the punishment of crime as a personal matter to be settled between the parties, or in case of homicide, between the accused and the relatives of the deceased. Sometimes the relatives demanded a life for a life; sometimes money was accepted in satisfaction of the crime.

"Later, under monarchical systems, the commission of a crime was considered a personal affront to the sovereign, and the punishment was meted out by the ruler to satisfy his demand for personal vengeance.

"Until comparatively recent years many crimes that are now minor offenses were punishable by death.

"Long and bitter experience taught that severe punishment did not deter crime, but made convictions more difficult.

"Gradually, from this experience, civilized nations have adopted the theory that the criminal laws must be administered solely for the protection of society, and that the lust for personal vengeance must be disregarded in the interest of social order.

"We have also learned that society itself is in many cases responsible for permitting the subnormal and mentally deficient to be at large when they are clearly subjects for institutional care."

Keystone photograph

"People Wanted to Be Fooled"

So Nino Pecararo, medium, fooled them eleven years at his ghostly séances, he admits. He is showing Joseph Dunninger, who has been active in exposing fake spiritualists, how he deceived even Conan Doyle with supposed messages from the dead.

Fleshly Ghosts

THEY WERE ALL A FAKE.

"When ghosts appear at my séances, they are Nino Pecararo in the flesh."

Thus spiritism receives a telling blow when the medium who is said to have deceived Sir Arthur Conan Doyle confesses that all his seeming supernatural accomplishments were pure deception—sleight-of-hand tricks.

"I've never seen a ghost, and I don't believe any one else has ever seen one," he told reporters, we read in the New York *Times*. "I'm sick and tired of giving séances and having others reap the profits."

Saying that "people want to be fooled," Pecararo admitted to the reporters that he had made his living by fake séances for eleven years, but that from now on he would confine himself to painting, acting, and writing for a livelihood.

Eight years ago, it is recalled, when the rage for spiritism was at its height, and sorrowing people were seeking consolation by thinking to communicate with the dead, Pecararo attracted wide attention by appearing as a claimant for a prize of $2,500 offered by a scientific magazine to any medium who could produce authentic phenomena. For a time, we read, a committee of distinguished scientists named by the magazine seemed much imprest by his demonstrations.

Recently, however, he was reported less successful, and three years ago his attempt to materialize the spirit of Houdini, master of all magicians and implacable foe of the spiritists, failed so signally that his own manager, we read, pronounced the séance "a terrible frost."

Yet Pecararo is reputed to have deceived the creator of *Sherlock Holmes*, greatest of all fictional detectives. Conan Doyle was a firm believer in spiritism, and its converts to-day include the famous scientist, Sir Oliver Lodge, who is reputed to have held communication with his son, killed in action in the World War.

Whether Pecararo's confession will halt the sorrowful march to the darkened dens of the mediums is purely a matter of conjecture, but many agree that it is a staggering blow to the cult.

Pecararo repeated an old opinion, the Philadelphia *Evening Public Ledger* reminds us, when he said that "people want to be fooled." And to this Philadelphia observer—

"It is more serious and a little sad that such credulity is so often inspired by uncertainty, unhappiness, and a profound need for some assurance in facing the trials and problems of life.

"The same sense of need leads many just now to consult

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with the cheapest sort of tricksters, profest readers of stars and palms and crystals, and others who claim to know by mystic means the incalculable events that are to come.

"If any one were granted spiritual vision or second sight it would be nearly incredible that he should choose to make profit by such an endowment, either on the grand scale of the mystic and medium or in the cheaper fashion of the backstreet fortune-teller or vaudeville performer.

"And the public might be fortified against such exploitation by remembering the sound advice of Horace; 'Cease to inquire what the future has in store, and take as a gift whatever the day brings forth.'"

IT is axiomatic, points out the Providence *Journal*, that "supernatural causes must not be sought for what can be produced by natural means. Only when science and reason fail may spirit causes properly be assumed, or even looked for."

Yet, "granted a reasonably clever man has no scruples about playing such tricks," observes the Baltimore *Sun*, "it will not be very hard for him to take in completely a much more intelligent man who, for some deep personal reasons, wants terribly 'to believe.'" But—

"Belief is a very risky, dangerous thing to play around with.

"Even the deliberate charlatan never knows just how far it can go, what it can do, where it begins and ends, what it will produce and fail to produce—even in the magician himself.

"Nino Pecararo wants credit for his own 'show.' It is a question, tho, whether he now will ever be without ghosts, whether he will be able to be without them."

At the same time, observes the Brooklyn *Eagle*, "not all sane men and women are absolute unbelievers; nearly all are skeptics. And they need not regard the confession of Pecararo as anything conclusive against the doctrine of spiritualism."

The Chief Victims of Divorce

ANOTHER SAD RESULT OF DIVORCE is that the children of divorced parents are apt to fail at school, and grow up without education.

Indeed, the fact is so well known, according to Dean Christian Gauss of Princeton University, that many headmasters of preparatory schools exclude children who are "orphaned" through divorce.

They refuse to accept such children, he said in a recent address, because they feel that the careers of the children are foredoomed to failure.

Dean Gauss said further:

"The child living in such a home tends to become 'a lone wolf' at school. He has no loyalty to either parent, and is acutely unhappy.

"This unhappiness, of course, is a sign of maladjustment. When the school accepts the boy, it can not, in two or three years, undo the evil effects of his entire life in such a household.

"The reason for most children's failure is that they are not socialized enough, lack poise.

"This fault is directly traceable to the parents. Behavior patterns acquired by the child in his home stick to him throughout his life.

"The situation of children made unhappy by the divorce of their parents is becoming aggravated through the increasing popularity of divorce."

Dean Gauss's testimony, comments the New York *Catholic News*, bears out what Catholics have always said of this "new national menace—that it is a destroyer of the home, and that its evil influence is bound to affect the unfortunate children of divided parents." *The News* goes on:

"The Catholic Church has been condemned by the liberals because of its 'medievalism' in upholding old teachings on marriage and other things.

"But enlightened folk like Dean Gauss are more frequently coming out with statements that confirm the wisdom of the Catholic Church."

Frills for Quakers

QUAKERS MAY NOW WEAR FRILLS and laces, and smoke, too, without violating the discipline of their church.

But they must still preserve the spirit of simplicity which has always characterized their mode of living.

The change in discipline, we read, is made in conformity with the times, but is in no sense a general relaxation of principle.

It was at a meeting of the Religious Society of Friends in New York City that the modification of rules was made. It was the first time since 1893 that a new set of rules of discipline "for the government of members and meetings" was prepared and ratified.

According to John Cox, Jr., secretary of the committee on revision of discipline, we read in the New York *Sun*, the last Book of Discipline, adopted during the "gay 'nineties," counseled members against extravagance in dress, and stipulated that frills and laces should be avoided.

At that time, Mr. Cox recalled, the Quaker men wore plain black suits and shunned collars and ties. The women had long skirts almost touching the ground and wore "mutton-leg" sleeves and shoulders.

"The principle of simplicity," the new document on discipline says, "does not change with the years or centuries, but the manifestations of it change with the varying conditions of life." The book goes on to warn, however, that Quakers "should endeavor so to keep our lives and possessions as to avoid ostentation and display; to keep our minds free from the burden of fashions, and our souls stedfast in a changing world."

Because some of the members said that they liked to smoke, and resented the inference that it "makes one insane," we read, the meeting instructed the committee on revision to reword the discipline so as to tolerate the use of tobacco.

THE Friends are also advised that they may adopt the universal method of calling months of the year by name instead of "first month, second month," etc.

"In a general way," comments the Brooklyn *Eagle*, "the change is typical. The effort to make our friends the Friends a 'peculiar people' has failed. They were peculiar enough in the old Boston and Salem days. Their distinctiveness to-day, in courageous opposition to war, in quick and intelligent helpfulness wherever there is distress in the world, and in the business ethics of every day can not be denied."

Reminding us that the action of the New York Quakers binds only one group of Friends in the region of New York City, the New York *Herald Tribune* thinks that they "will not change much because their manual of behavior is changed."

"For the distinguishing character of this group is that it has no fixt creed. A belief in the 'Inner Light,' in the direct revelation of God to every man, has been the distinguishing characteristic of the 'Friends.'

"It is a belief toward which many faiths have tended. It will survive many changes in apparel."

Selling the Bible by Thousands

A LONDON department store sold 10,000 copies of a beautifully bound Bible in six weeks. The demand increased so that the store gave an order for 100,000 copies, the biggest single order, we are told, ever placed.

"There is only one book in the world," the managers declare, "of which any business firm would dare to order 100,000 copies."

"At a time when there are so many laments over the decay of Bible reading," comments *The Churchman* (Episcopal), "it is highly encouraging to get this evidence that the Book of Books still maintains its preeminence."

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For a Discriminating Clientele

When Charles Worth was selected to design a gown for the dazzling Empress Eugenie from marvelous materials ordered by Napoleon III, his fame as the leading couturier of Paris was assured. The nobility of France thronged his shop in the Rue de la Paix and eagerly sought his creations. His historic success as Fashion's dictator was founded on great and unusual ability recognized and patronized by a discriminating clientele

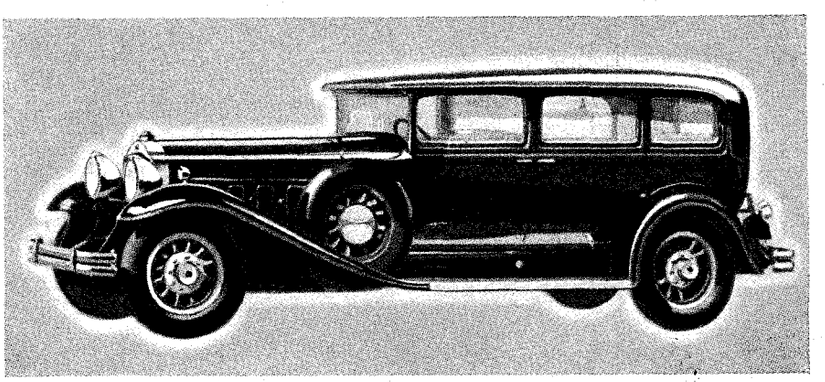
Packard has been the supreme designer and builder of luxurious transportation for more than thirty years. This has been due to unusual ability, long experience and, most important of all, singleness of purpose. To build fine motor cars for a discriminating clientele has been Packard's only aim and ambition.

It is true that the number of Packard owners has largely increased as the years have passed. This is not because Packard has lowered quality standards to build for a wider market—but because more and more motorists have learned that the luxury of Packard transportation is no more expensive than lesser car ownership.

For a Packard is built to last—and does last—far longer than lesser cars.

Of course it costs no more to maintain and operate a Packard Standard Eight than any other car of like size and power, whatever its original price. And depreciation on the Packard costs no more when it is driven longer than cars of lower list price at the factory. Quite naturally, motorists who carefully analyze costs have turned to Packard in increasing numbers.

The Packard Standard Eight Sedan is lower in price than many people think. Your present car, if of average value, will more than make the down payment. Why not give *your* family the advantages of Packard transportation, at no added expense? Packard men everywhere have the facts to prove that Packard costs are no higher.



PACKARD

ASK THE MAN WHO OWNS ONE

PRODUCED BY UNZ.ORG
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A CAR FOR EVERY PURSE AND PURPOSE

CHEVROLET

Roadster	$ 475
Sport Roadster	495
Phaeton	510
Coupe	535
Coupe (5 Windows)	545
Coach	545
Sport Coupe	575
5 Passenger Coupe	595
Convertible Cabriolet	615
Sedan	635
Special Sedan	650
Landau Phaeton	650

PONTIAC

Coupe	$ 675
Sedan, 2-Door	675
Sport Coupe	715
Sedan, 4-Door	745
Convertible Coupe	745
Custom Sedan	785

OLDSMOBILE

Sedan, 2-Door	$ 845
Coupe	845
Sport Coupe	895
Sedan, 4-Door	925
Convertible Roadster	935
Patrician Sedan	960

OAKLAND

Coupe	$ 895
Sedan, 2-Door	895
Sport Coupe	975
Sedan, 4-Door	995
Convertible Coupe	995
Custom Sedan	1,055

BUICK

2 Pass. Business Coupe "56"	$1,025
2 Door Sedan "50"	1,035
Sport Roadster "54"	1,055
Phaeton "55"	1,055
4 Pass. Special Coupe "56S"	1,055
4 Door Sedan "57"	1,095
4 Pass. Conv. Coupe "8-56C"	1,095
2 Pass. Business Coupe "66"	1,285
4 Pass. Special Coupe "66S"	1,325
Sport Roadster "64"	1,335
Phaeton "65"	1,335
4 Door Sedan "67"	1,355
4 Pass. Coupe "86"	1,535
4 Door Sedan "87"	1,565
Sport Roadster "94"	1,610
7 Pass. Phaeton "95"	1,620
4 Pass. Country Club Coupe "96S"	1,720
5 Pass. Coupe "96"	1,765
4 Door Sedan "91"	1,785
4 Pass. Conv. Coupe "8-96C"	1,785
7 Pass. 4 Door Sedan "90"	1,935
7 Pass. Limousine "90L"	2,035

LA SALLE V-8

Coupe, 2 Passenger	$2,195
Roadster	2,245
Convertible Coupe	2,295
Sedan, 5 Passenger	2,295
Coupe, 5 Passenger	2,295
Touring, 7 Passenger	2,345
Town Sedan, 5 Passenger	2,345
Sedan, 7 Passenger	2,475
Imperial	2,595
All-Weather Phaeton	3,245
Sedanet	3,245
5 Pass. Sedanet Cabriolet	3,245

CADILLAC V-8

Coupe, 2 Passenger	$2,695
Coupe, 5 Passenger	2,795
Sedan, 5 Passenger	2,795
Roadster, 2 Passenger	2,845
Town Sedan	2,845
Phaeton	2,945
Convertible Coupe	2,945
Sedan, 7 Passenger	2,945
Imperial	3,095
Touring	3,195
All-Weather Phaeton	3,795

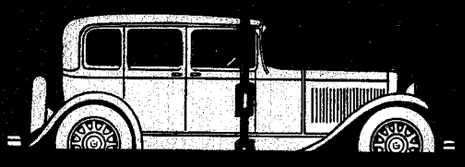
CADILLAC V-12

Coupe, 2 Passenger	$3,795
Coupe, 5 Passenger	3,895
Sedan, 5 Passenger	3,895
Roadster	3,945
Town Sedan	3,945
Phaeton	4,045
Convertible Coupe	4,045
Sedan, 7 Passenger	4,195
Touring	4,295
Imperial	4,345
All-Weather Phaeton	4,895

CADILLAC V-16

31 Fleetwood Custom Models	$5,350 to $9,700
Special Custom Models, up to	$15,000

All prices f. o. b. factories. The G. M. A. C. convenient time payment plan is available on all General Motors Products sold to the public.



GENERAL MOTORS

The research engineers of General Motors are continually pushing forward the barrier of complacency with which human progress is confronted. Not satisfied with the device of today, excellent though it may be, they press on into the realms of the unknown. This unceasing struggle brings new methods, new practices, improvements in design and material, better products at lower prices and a veritable treasure store of knowledge. The advantages of scientific research of unusual scope are therefore available to all Divisions of the General Motors Corporation. The results of this coordination of research and engineering effort underlie the outstanding values of General Motors cars.

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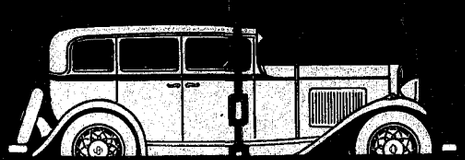

GENERAL MOTORS CARS HAVE OUTSTANDING VALUE

CHEVROLET · PONTIAC · OLDSMOBILE · OAKLAND · BUICK · LA SALLE · CADILLAC · BODIES BY FISHER

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For Greater Safety on Every Highway

EVERY FORD CAR IS EQUIPPED WITH A SHATTER-PROOF GLASS WINDSHIELD

For greater safety in driving, every Ford car is equipped with a Triplex shatter-proof glass windshield. By reducing the dangers of flying glass it has saved many lives and prevented injuries in accidents.

The value of this important safety factor has been known for years, but its use has been limited by expense. It is brought to you on the Ford as standard equipment only because of the efficiency and economy of Ford methods. Much pioneering work has been done in finding ways to manufacture in large volume at low cost.

It is interesting to know how the Triplex shatter-proof glass windshield of the Ford is made and why it gives so much extra protection.

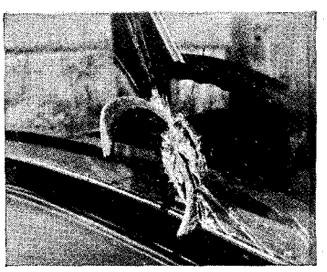
Two pieces of plate glass, carefully ground and polished, are covered on one side with a thin coating of gelatine. This coating is baked hard, sprayed with liquid celluloid and treated with a solvent.

Then, between the two pieces of glass, like the middle of a sandwich, is inserted a layer of special celluloid. This also has been treated with a solvent.

When heat and pressure are applied to the glass sandwich, this solvent helps to dissolve the surfaces in contact and they are actually fused together. The final operation is sealing the edges for protection against air and moisture.

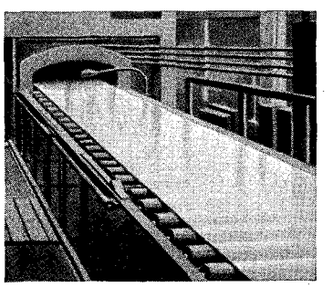
This laminated windshield will withstand a 50% harder impact before breaking than plate glass of equal thickness, and is more flexible under impact. When struck an unusually hard blow it will crack, but the danger from flying glass is minimized because the pieces adhere to the layer of celluloid.

High speed and crowded traffic make Triplex shatter-proof glass one of the greatest contributions to safety since four-wheel brakes.



No Flying Glass Here

A woman and three children were in this Ford when a passing car upturned a horseshoe and sent it crashing into the windshield. No one was hurt because of the shatter-proof windshield. The glass did not fly.



Thirteen Million Square Feet of Glass

The Ford Motor Company was the pioneer in making glass by a continuous machine process. Its unusual manufacturing facilities make it possible to give you a Triplex shatter-proof glass windshield on the Ford without extra cost. The Rouge plant alone has a capacity of 13,000,000 square feet of glass annually. This calls for a consumption of 27,300,000 pounds of silica sand, 8,580,000 pounds of soda ash, 7,930,000 pounds of limestone, 1,820,000 pounds of salt cake, 6,136,000 pounds of cullet, 78,000 pounds of charcoal, and 156,000 pounds of arsenic.

The Ford Victoria — one of many body types. You may purchase the Ford on convenient, economical terms through the Authorized Ford Finance Plans of the Universal Credit Company

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Springfield, Missouri

All God's Chillun Gettin' Wings

THE AIR WAS BUMPY and "a quartering wind caused the ship to crab." But the crouching, goggled aviatrix only pulled the throttle wide open.

In hot pursuit of a speed record, she zoomed along the course, each end of which was marked with a flapping white bed sheet.

She held her craft down as low as possible, right down, almost on the tree tops, to keep on a uniform altitude and get the best possible air conditions.

Now she spotted the sheet below her, sheet number one, marking the beginning of the course. It was "only a fraction of a minute" before she "flashed past the second sheet, marking the far end."

But, Ruth Nichols continues, in a signed article in the Detroit *News*, "as the air-speed indicator only showed 185 miles an hour, and the revolutions per minute were extremely high, I was afraid the propeller was at too flat a pitch, causing slippage and loss of speed. However, after making a wide turn at the end of the course and letting the motor slow down for a few minutes to cool off, I gave it full gun again, and went back at the course against the wind.

"This time the instrument was recording more steadily, altho I still was not satisfied with the apparent results. A second time I flew the course both ways, and after receiving a signal of 'Okay,' I headed for the home airport."

Thus it was that Miss Nichols, at Detroit, set a new air-speed record, 210.645 miles an hour, for women.

Thus, too, she helped make the recent aircraft show at Detroit a success.

AND thus she furthered her ambition and that of the airplane makers to turn the man in the street into the man in the air.

Records "are made to be broken," Miss Nichols observed later, according to an Associated Press interview, "and I only wish that more girls could get good ships and keep setting new marks all the time."

In her article in *The News*, she elaborates this notion, saying:

It has long been my theory that if women could set up some records, in many cases duplicating the men's, the general public would have more confidence in aviation.

As we are considered the frail sex, flying would then appear easy, as it really is. Moreover, if records are constantly broken, commercial aviation is bound to improve.

Miss Nichols practises what she preaches, as our readers have reason to recall. She keeps busy establishing records. Not long before setting this new speed mark she made a new altitude record for women, but this has already been broken by Elinor Smith.

The manufacturers, for their part, are doing everything they can to make flying an every-day affair. They are cutting prices. One of the sensations of the show was a new, low-priced "flivver plane," which, it is claimed, can land on a tennis-court. It shared honors with the autogiro (already discust more than once in THE DIGEST), hailed as the back-yard plane, which can fly straight up and down.

Acme-P. & A. photograph

"Records," says Ruth Nichols, "were Made to Be Broken"

IT is manifest at this year's show, according to the New York *Times*, "that more and more airplanes are being built for John Doe, who earns perhaps $5,000 a year, rather than for the Interstate Air Taxi Company, capitalized at $10,000,000." Reading on:

Glance over the list of exhibits. The influence of the automobile industry is striking. By building and selling cars that cost not $10,000, but less than $2,000, and even $1,000, obscure Detroit machinists became multi-millionaires in less than ten years.

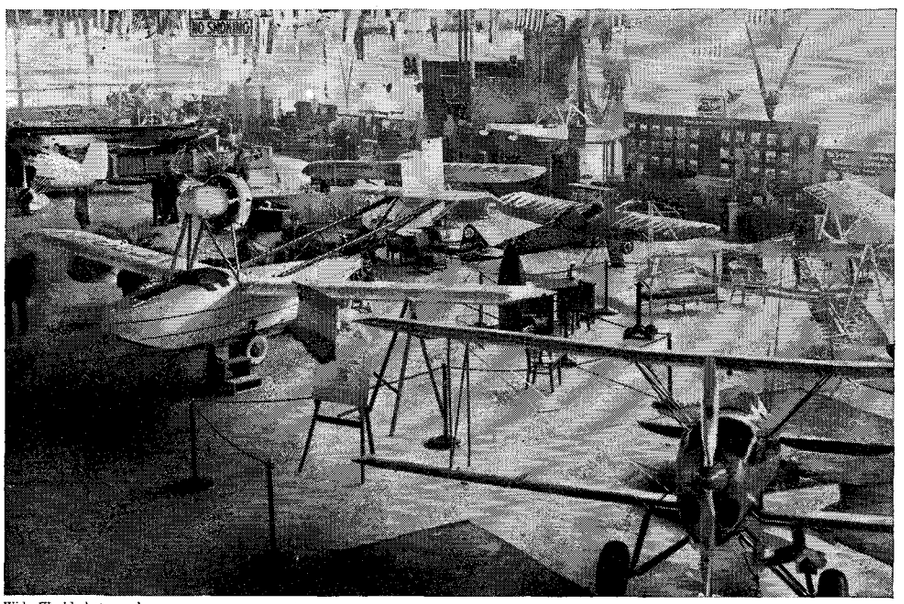
There were signs last year that aircraft builders had made a similar discovery. Light-weight planes were then appearing. The industry was not certain just what was wanted, nor can it be said that it sees very clearly now.

The engines range from thirty-five to 100 horse-power for the smaller machines, and the seating capacity from one to four—evidence enough that the time for standardization has not yet arrived.

And the prices!

To think that a well-designed, substantially built two-seater can be bought for $1,475 and a five-place cabin-plane for less than $5,000!

Engines alone used to cost as much as a whole 1931 flyer in the days of 1917, when crack knights of the air were squirting machine-gun bullets at one another above the clouds. Some of these new-born gnats weigh less than 500 pounds. In ten minutes they climb to 5,000 feet, which is faster than many an



Wide World photograph

Looking 'em Over. Hop in and Come On Up; the Air's Fine!

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MEN WHO KNOW STEEL PREFER THE VALET
—MEN WHO KNOW FACES PRESCRIBE IT

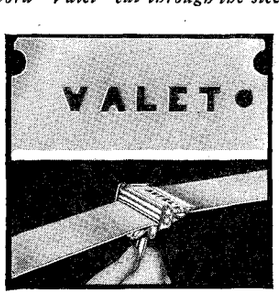
A little more precision . . a lot better result

BURNING the midnight oil as he pores over equations and formulas—the engineering student learns that accuracy is vital—always means far better results. Built to unvarying high standards in one of the nation's foremost precision plants—the new Valet blade is a marvel of scientific exactness.

Scrupulous care in manufacture and inspection have won for this blade the hearty approval of world-renowned authorities. Praised by men who know steel—prescribed by those who know faces—the Valet numbers its distinguished users in tens of thousands.

The Valet blade is held at a friendly shaving angle by the Valet AutoStrop Razor and never requires removal for stropping or cleaning. It glides with amazing lightness—won't irritate tenderest skin—leaves the face clean, cool and refreshed. Prove this. Buy a package of blades from your dealer—and get a Valet AutoStrop Razor if you haven't one.

The new blade can be identified by the word "Valet" cut through the steel



VALET AutoStrop
RAZORS AND BLADES

old-fashioned elevator lifts you to your floor and they can travel on the level at speeds of eighty to 100 miles an hour. There are also amphibions which are equally at home on the ground or on water when it comes to taking off or alighting.

CHILDREN, as a rule, learn from their parents. But in Detroit, at least (and elsewhere, we suspect), a lot of adults are learning airmindedness from their own youngsters. Detroit, says a dispatch from that city to the same paper, has "model airplane clubs with 25,000 active members," of whom we read:

These boys and girls know a great deal more than their elders about flying-machines.

Parents were taken on personally conducted tours through the great hangar.

They were informed as to the mysteries of auto rotation when they examined the autogiros.

They were led through, up-stairs, and in and out of narrow cabin-doors and cockpits.

They stood in thousands on the sunlit field to watch the test pilots put the machines, gayly painted and polished, through their paces.

The police estimated that 50,000 persons watched the show during the day and evening. Two hundred or more planes stretched in a mile-wide array on the airport, and inside the hangar several new exhibits had been put in place during the night.

These parents, personally conducted by their children, stopt to admire old *274*, a mail plane, piloted by Dave Behncke, which has flown more than 400,000 miles, and carried some 35,000,000 letters across the Rockies, we are told. This plane's visit to the show was only a short vacation. When the exhibit was closed, it went back to work.

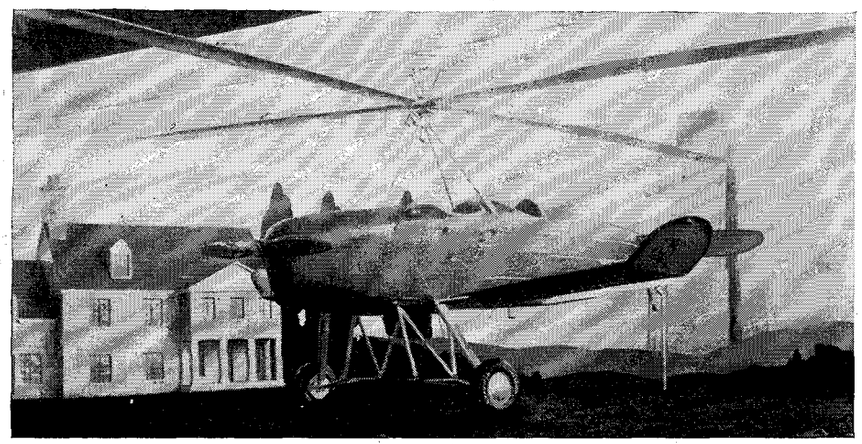
Two more incidents served to impress the adults with the possibilities of private flying. The first is thus recounted:

A new world's altitude record for light airplanes was indicated in the performance of a tiny Aeronca monoplane, equipped with a thirty-horse-power two-cylinder Aeronca motor, and flown by Kenneth Schalter of Hudson, Ohio. The altimeter showed a reading of 19,500 feet. The present record, held in France, is 17,037 feet. Schalter is nineteen years old. The little plane weighs about 400 pounds.

Schalter got off the ground in less than 200 feet, and climbed steeply until lost from view in the haze over the city. He was up about two hours.

AND in the Detroit *Free Press* we find an account of Dr. J. D. Brock, a Kansas City physician, who visited the show and made a flight, of which we are told:

There was nothing spectacular about the flight itself—he did not stunt, and he stayed in the air a comparatively short time—but to the aviation industry it was his five-hundred-fourteenth flight in as many days. Starting his daily flights as a hobby, Dr. Brock is continuing them as a demonstration of the fact that day-in-day-out flying by the individual plane owner has become a possibility.



Wide World photograph

Luring Golfers with a Country Club Set for the Autogiro

With this airy background in its exhibit at the show, the makers strest the sports possibilities of the windmill plane.

The all-metal "air flivver," which we have already mentioned, with its pusher-engine, short fuselage, and outrigger tail, was one of the show's big hits, according to Sherman B. Altick, who describes it in a dispatch to the New York *Sun*:

This little craft, with its four-wheeled landing-gear, and its automobilelike cab construction, is radically different from any aircraft flying to-day, but it would have been only a conventional type plane had it been flown in 1843.

Aeronautical engineers commented to-day upon the similarity in design of the 1931 plane by William B. Stout and that of the aerial steam-carriage designed by William Henson in England in 1843, but never flown. Practically the only difference in the two machines is in the motive power. The Henson plane had twin pusher-engines; the Stout has only one.

ONE of the most interesting features about this plane is the similarity of its arrangement to some automobiles. A press release from the designers of the craft states the numerous parallels thus:

First of all, its two-place cabin has all the attributes of a comfortable closed car,

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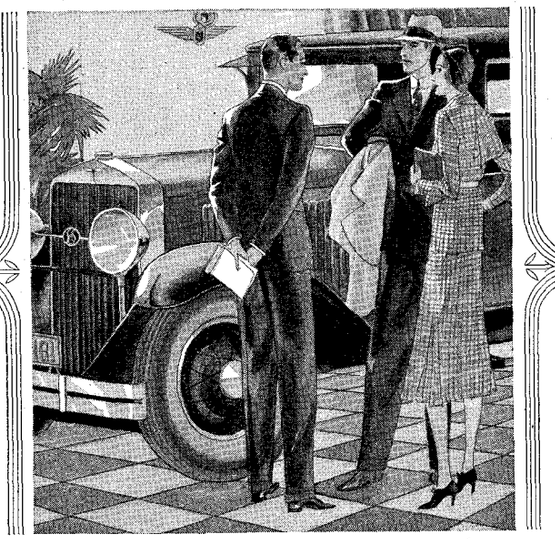

For Exceptionally Good Used Cars

ATTRACTIVELY PRICED

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The current used car stocks of Cadillac-La Salle dealers offer many exceptionally attractive bargains. The very nature of Cadillac-La Salle new car business makes this true. In a majority of cases, the cars that you will see have been given exceptional care by their owners. Many have been driven by expert chauffeurs and maintained at maximum efficiency. You will find a variety of makes other than Cadillacs and La Salles. All are special values, permitting you to obtain a good used car at a very reasonable price. Any car may be purchased on the convenient G. M. A. C. Deferred Payment Plan.

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There is true economy in the purchase of a used car. But unless you have the training that enables you to know a good used car, it would be wise to follow the rule that has guided thousands of used car buyers. Go to a reputable merchant. Your Cadillac-La Salle dealer now has a number of attractive offerings in used cars that will give you utmost satisfaction.

CADILLAC MOTOR CAR COMPANY

Detroit, Michigan · Oshawa, Canada

CADILLAC LA SALLE

PRODUCTS OF GENERAL MOTORS

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GENERAL FOODS

OFFERS THIS BOOKLET

TO THE PUBLIC

to give an insight into the food industry . . America's largest business

The Annual Report of General Foods—prepared, originally, to give our 42,000 stockholders a more intimate story of General Foods Corporation—is now available to the public.

It is more than an annual report. It tells specific facts about General Foods Corporation—the 1930 financial statement, history of the company and of its individual products, methods of effecting economies in manufacture and distribution, etc. In addition, it gives, in the story of General Foods' 20 nationally advertised products, something of an insight into the food industry as a whole and into important new developments. General Foods, with its widespread organization, its research activities, and its variety of products, is assured of keeping abreast of the most modern developments in the making and in the marketing of foods.

The Annual Report of General Foods for 1930 contains the kind of information that the thoughtful investor likes to have. We shall be glad to send you a copy without charge.

WRITE TO

GENERAL FOODS

CORPORATION

DEPARTMENT 3-H

250 PARK AVENUE NEW YORK CITY

Maxwell House Coffee, Log Cabin Syrup, Jell-O, Certo, Post's Bran Flakes, Minute Tapioca, Postum, Hellmann's Mayonnaise Products, Walter Baker's Chocolate and Cocoa, Franklin Baker's Coconut, Calumet Baking Powder, Grape-Nuts, La France, Sanka Coffee, Swans Down Cake Flour, Satina, Post Toasties, Diamond Crystal Salt, Whole Bran

the tandem seats being reached through a door similar to that found on a two-door automobile sedan. This is raised only a foot from the ground. Once inside, the first thing that catches the eye is a standard ignition-switch and safety-key on the dash—or instrument-board, if one remembers to think in aeronautical terms. There is a self-starter button on the floor, too, just to make John J. Public feel more at home, and keep him from worrying about his ability to get the motor going in the laborious manner that appears to be in vogue at all the airports.

There is a brake lever, also, at the pilot's left, curiously reminiscent of the Old Model T "emergency," but possest of other qualities than the mere ability to lock the wheels while warming up the motor; an ingenious device that permits one-handed application of the brakes to either wheel for purposes of turning around—a feature first found on the trimotored Ford monoplane. The rudder is operated by four pedals quite like those with which the drivers of the first "flivvers" learned to operate their machines.

The four-cylinder motor which drives the "Sky Car" by means of a pusher propeller—mounted, incidentally, between the steel members of an outrigger tail, where it is practically impossible for the uninformed curious to blunder into it—is entirely enclosed and perfectly streamlined within an after-extension of the cabin. This "engine-room" is separated from the passenger compartment not only by the conventional metal fire-wall immediately in front of the motor, but by an air space housing the starter-battery, etc., and by a double-covered sound-proof wall extending from roof to floor between this space and the cabin.

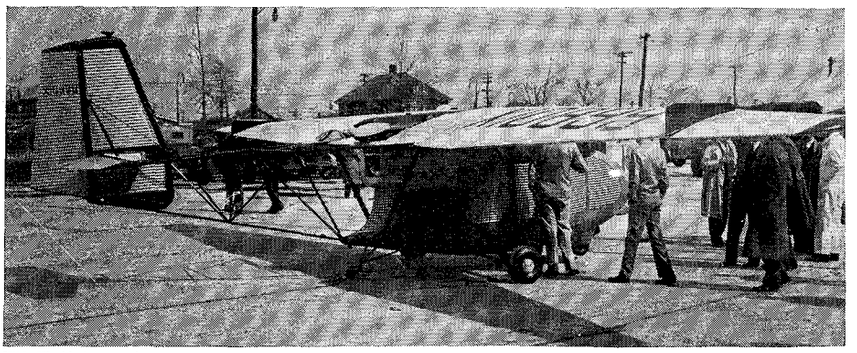
It is the claim of the designer that this construction and the position of the propeller results in all noises from the power plant being left behind once the "Sky Car" is in the air.

I wanted a craft that would stop safely, as well as fly safely.

For I realized, as every one must realize who considers the matter, that a great difference between the plane and every other principal means of transportation is that the plane's most critical moment is when it gets into trouble and must stop. It can not stay in the sky, and very often it has very poor choice in the matter of a landing-place. It can not even choose its landing-speed.

But if the engines of a boat break down, the boat can drift to a standstill; if an automobile goes wrong, the driver can usually put on the brakes and halt the car within a few feet.

Neither boat nor automobile is compelled, in an ordinary case of engine or structural failure, to rush headlong toward potential destruction at a speed of fifty miles or more, nor does either of them need a clear field of many acres in which to do nothing more than stop.



Wide World photograph

Here's the "Flying Flivver." Will It Make an Aviator of You?

Note the propeller in its safe position amidships, the wasp-waisted build and the outrigger tail instead of a covered fuselage.

THE "air flivver," however, had a sturdy rival in the autogiro, or "windmill" plane. For developing the autogiro, Harold F. Pitcairn and his associates have received the Collier Trophy from the National Aeronautic Association. In one of these planes, lately, Mrs. Amelia Earhart Putnam set an altitude record of 19,000 feet for the type. The autogiro's right to be called the "back-yard" plane is defended by its inventor, Juan de la Cierva, in the New York *Herald Tribune* Magazine:

That is one respect in which the autogiro is revolutionary.

Its ability to climb out of small fields and to come down under full control in a space not much larger than itself has been demonstrated in scores of exhibition flights in the United States and abroad.

It has been shown that it can fly at twenty miles an hour, and also at 120. It can even stand still in the sky, losing altitude slowly, but not going out of control.

It will not spin, nor is there any danger from stalling in a steep climb nor from skidding while making slow turns.

Another significant comparison may be made with the automobile. If anything goes wrong with the driver of a car—if he loses his way, becomes confused or uncertain, encounters a bad road or bad weather, or begins to distrust either the car or his own ability to drive it—the obvious thing to do is also the simplest thing to do. He can stop the car.

The worst driver and the merest novice can turn off the ignition and apply the brakes, and thereby stop the car. It is nearly the easiest of all operations involved in driving an automobile.

But every student-flyer and instructor, and even the innocent bystander, knows that the most difficult feat in straight flying is to make a good landing, particularly if anything is wrong with the pilot, the plane, or the place where the landing must be made.

It requires a high grade of skill to fly an airplane safely, but it calls for exceptional skill to make good landings under all conditions.

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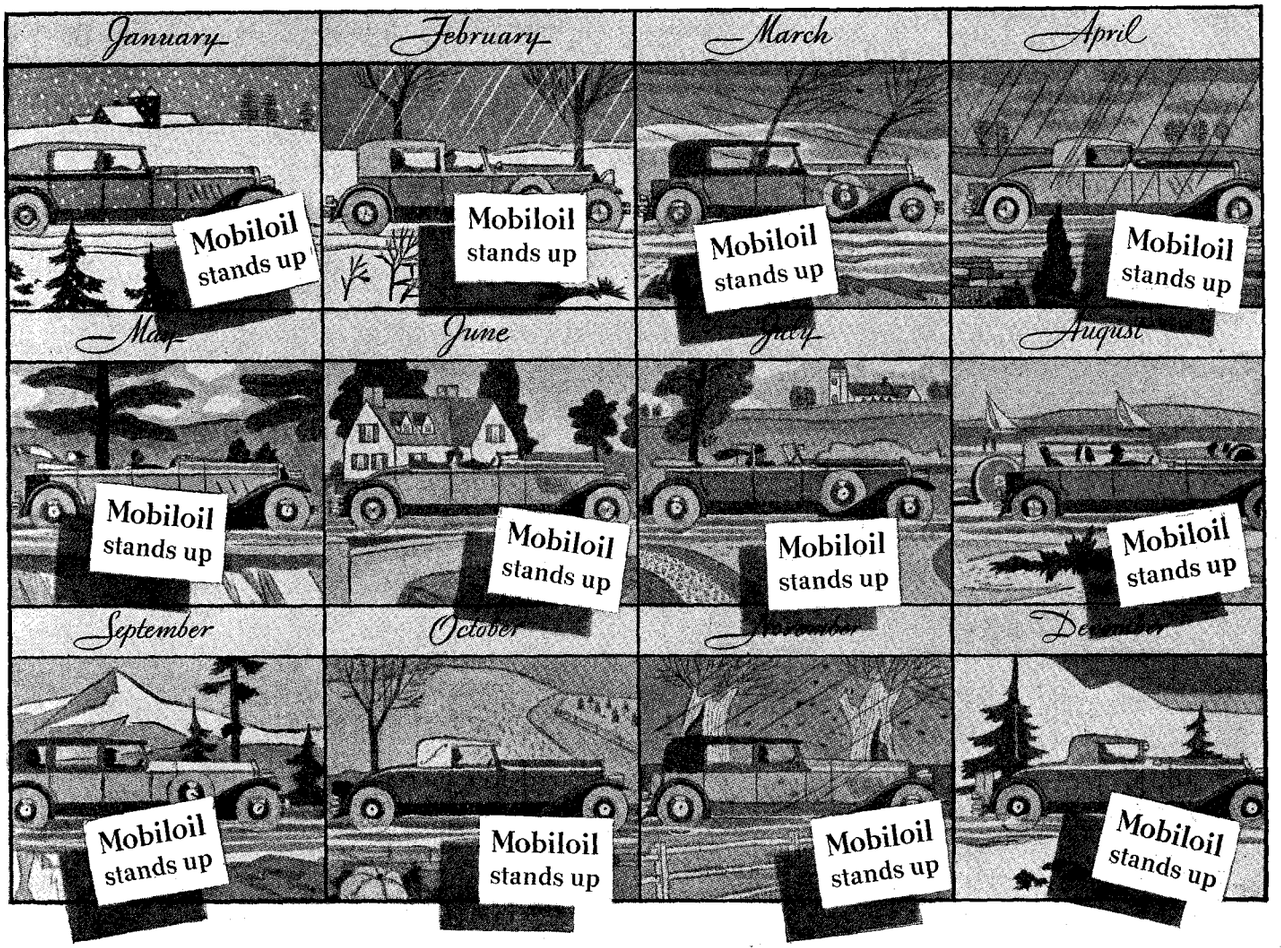

Month in .. month out .. slow or fast ..

Right now as never before you need oil with extraordinary ability to stand up. Engines revolve faster at all speeds, and cars *speed* faster. Oils that would do yesterday won't stand up today.

Improvement after improvement has steadily increased Mobiloil's wonderful ability to stand up today—under today's driving conditions. Each of the 20 steps in making Mobiloil adds something definite to the oil's stand-up quality.

Making an oil which stands up is not a simple matter of finding a good crude and refining it. An oil which stands up as Mobiloil stands up is made—not found.

When your dealer recommends Mobiloil for its ability to stand up, you may be sure that he places the welfare of your engine above his immediate profit. He is offered many oils which would show him a bigger profit than the legitimate profit which he gets on Mobiloil—the oil which stands up so staunchly and lubricates so thoroughly in all engines—at all driving speeds.

We invite you to listen to the Mobiloil Concert, broadcast each Wednesday evening at 8:30, Eastern Daylight Time, from WEAF and 29 associated stations.

Mobiloil stands up

because it is Made .. not Found

VACUUM OIL COMPANY

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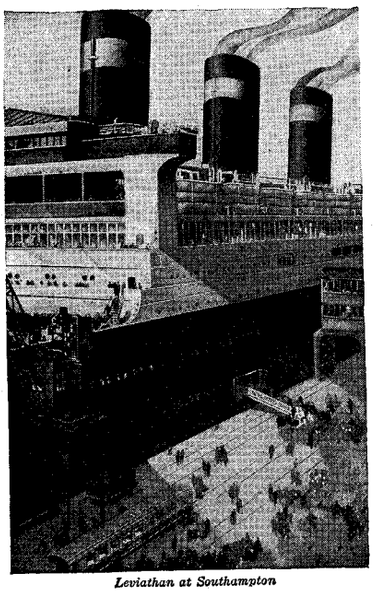
Leviathan

. . . to France and England

MAY 9 · MAY 27 · JUNE 17
JULY 4 · AUGUST 1



Leviathan at Southampton

Smart folk off to the golf championships, the races and the thrills of Europe . . . bankers, diplomats, debutantes, and stars of sport and screen . . sail with them on the Leviathan, world's largest ship. In salons, lounges, smoking rooms, game rooms, staterooms, everywhere, there is the American flair for spaciousness, modern appointments and faultless service . . . *Comfort* at 5-day speed . . . Brilliant Club Leviathan, Ben Bernie dance orchestra, suppers and entertainment, without cover charge or check . . . Pompeian swimming pool . . Ship to Shore telephone . . . a renowned cuisine under the direction of a famous chef.

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Weekly sailings at low fares
to Plymouth, Cherbourg, Hamburg

GEORGE WASHINGTON · AMERICA
REPUBLIC · PRESIDENT HARDING
PRESIDENT ROOSEVELT

● Tourist Third Cabin accommodations as low as $105 one way, $185 round trip. Leviathan famous "Grade A" Tourist $122.50 one way, $216 round trip.

UNITED STATES LINES
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Man-Made Islands to Speed Ocean Flying

TOURIST camps in mid-Atlantic may become almost as common as tourist camps in mid-America.

And they may make flying to Europe as common as driving across the continent, and thus bring true the very interesting dreams of their inventor.

He is Edward R. Armstrong, a forty-year-old Canadian, a stocky, fair man of medium height, according to Louis Sherwin in the New York *Evening Post*, "positive, but not aggressive of manner, fluent, lucid, agreeable, enthusiastic without being a zealot." He was an aviation pioneer, and a Du Pont engineer.

These mid-ocean camp grounds, man-made islands, filling stations, have long been dreamed of. Certain plans of Mr. Armstrong's were discust in THE DIGEST for April 29, 1922, more than nine years ago. Now, it seems, the idea is much nearer realization.

Mr. Sherwin tells us that contracts for the construction of the seadrome have been let. And its financial backing, as we shall see presently, is most impressive. For the present, only one seadrome will be built. But the plans call for eight, eventually, strung across the ocean, with hotels, storage rooms, fuel tanks, and other facilities.

IN other words, says Mr. Sherwin, "regular airplane service to Europe on a practical paying basis is not merely in sight, but within about three years of actual accomplishment."

And now, explaining just what a seadrome is, and what it will do, Mr. Sherwin writes:

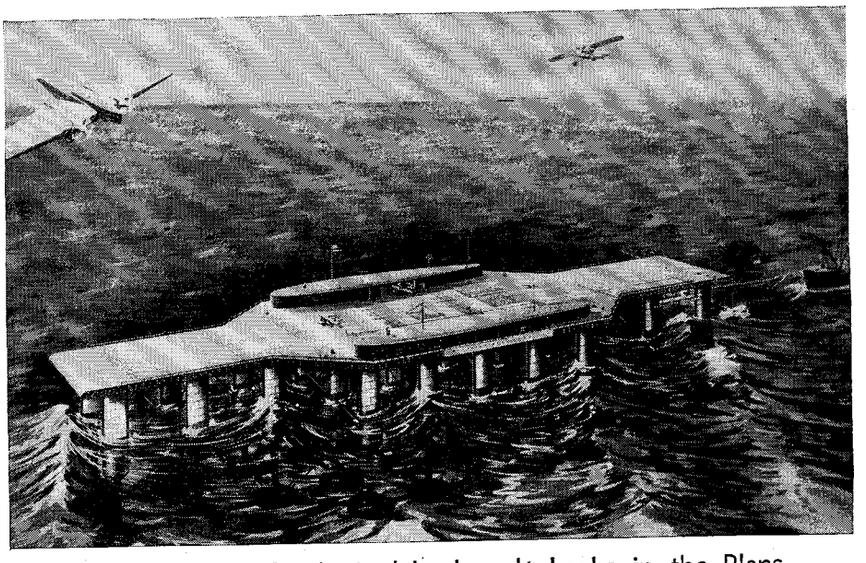
The Armstrong seadrome will be a floating landing deck, which will be 130 feet above the normal surface of the ocean, 1,100 feet long, 340 feet wide in the middle, 180 feet wide at either end.

It will be so constructed that, if necessary, it can be lengthened to 1,500 feet. In the middle and on either side are gasoline and oil tanks, repair stations, storage rooms for other supplies, personnel quarters, and a hotel. The latter will be able to accommodate 350 people in the daytime and 100 for the night.

This long, open deck rests on thirty-two streamlined iron columns, which are supported by buoyancy tanks fifty feet below the surface of the ocean, when the water is still, a depth at which there is little or no wave action. These buoyancy tanks are connected by other iron columns to ballast tanks. The deep sea draft of the drome on station duty is 177 feet.

NOW for a description of the thing in action, says the writer, continuing:

They built a model of the seadrome and of the 960-foot *Majestic* on a scale of one-sixteenth of an inch to the foot, put them in a tank, turned the wind-machine loose on them, and then took moving pictures. I saw the *Majestic*, pitching, tossing, and rolling in the (relatively) huge waves. The seadrome was immovable. They made a larger model and gave it the severest of tests, submitting it to the influence of what corresponded to a gale of 100 miles an hour. The maximum tilt of the drome was at an angle of two and a half degrees.



An Armstrong Synthetic Island as It Looks in the Plans

Mr. Armstrong also showed me movies of a larger model, weighing two tons, and thirty-six feet long—one thirty-second of actual size. This they tested in the waters of Chesapeake Bay, exposing it to conditions three and four times more severe than the real thing will ever have to encounter.

The effect, to the naked eye, was just the same.

No water touched or even came within a few feet of the deck.

"You see," said Mr. Armstrong, "being an open structure resting on piles, the wave motion goes through it so that it does not break up the waves or offer any resistance to their force.

"Their orbital movement of propagation is not broken up, so there is no release of energy from the wave system, and therefore practically no stresses levied on the seadrome when it encounters the maximum in waves associated with the most severe storms possible at sea.

"The earliest seadrome designs were

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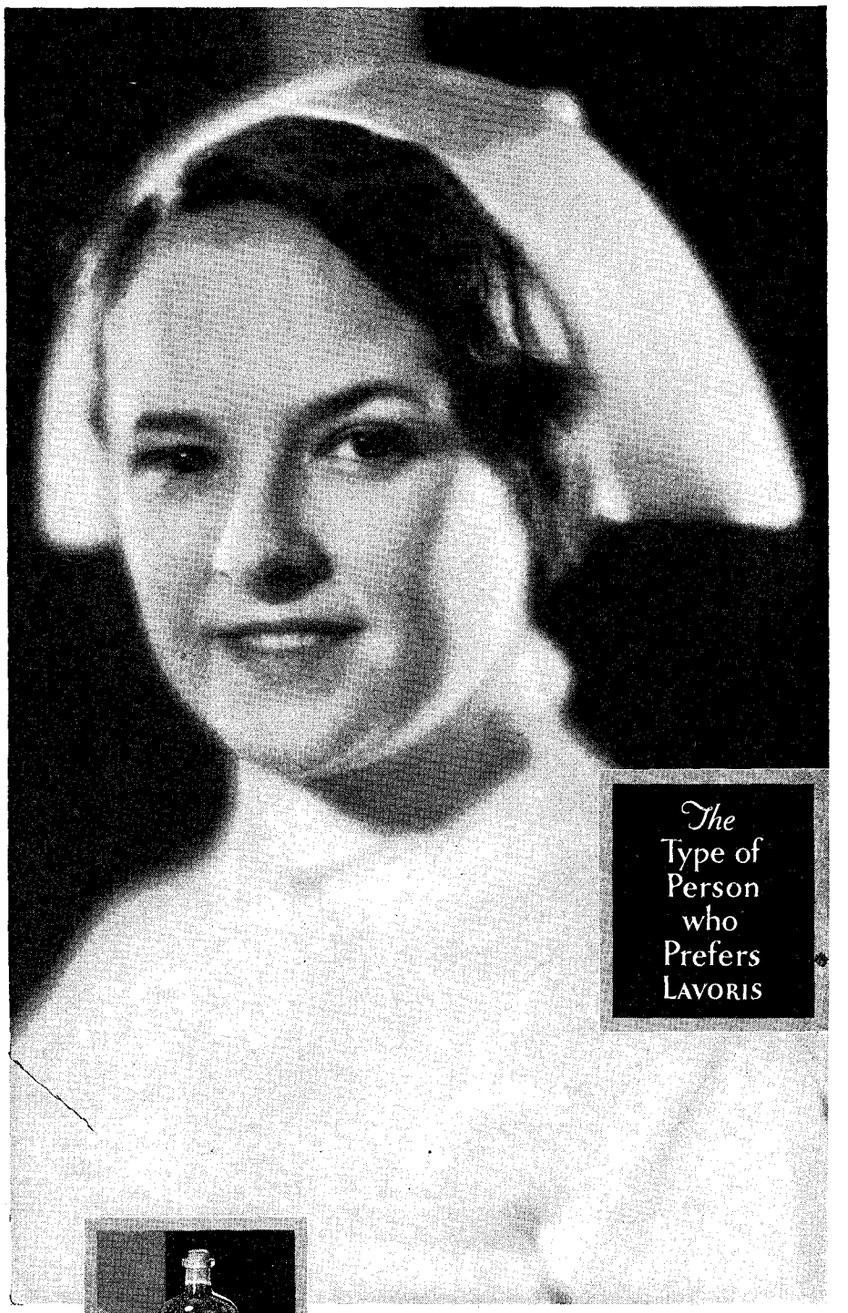
Constantly Exposed She Uses Lavoris Constantly



YOU know her type. A-thrill with the drama of life and death about her. Proud of her part in the war against disease and suffering.... Being aware of the dangers which surround her and knowing how acceptable Lavoris is in the sick room, she employs it constantly as her mouth-wash. Lavoris is unique in this property—it coagulates the sticky deposits in which bacteria collect, detaches this deposit and washes it out of the mouth without injury to the delicate tissues. Thus it frees the oral cavity of countless bacteria before they have a chance to do damage.... No matter what mouth-wash you may be using now, switch to Lavoris for a week and compare results. You will recognize, in the extra cleanliness it effects, the extra protection it provides. Lavoris is good to use, agreeable in flavor, exhilarating in effect, and active in its promotion of oral health.... See your dentist regularly—as often as he suggests—and use Lavoris daily. At drug counters everywhere.

LAVORIS CHEMICAL COMPANY
Minneapolis, Minn.
Canadian Laboratory, Toronto

"Stress the high cost of neglected teeth," said the dentists

Lavoris advertising has brought us thousands of helpful and encouraging letters from dentists. Among their suggestions are these: "Explain that the way to keep down dental expense is to see a dentist before damage is extensive"... "show how Lavoris' tissue-stimulating builds up resistance to disease"... "tell what a comfort it is to anyone ill"... and "continue your active support of ethical dentistry."

Note to Members of the Dental and Medical Professions:

Lavoris prints its formula upon every bottle and has never implied in any manner that it is a substitute for professional service and attention.

LAVORIS

DO AS YOUR DENTIST TELLS YOU

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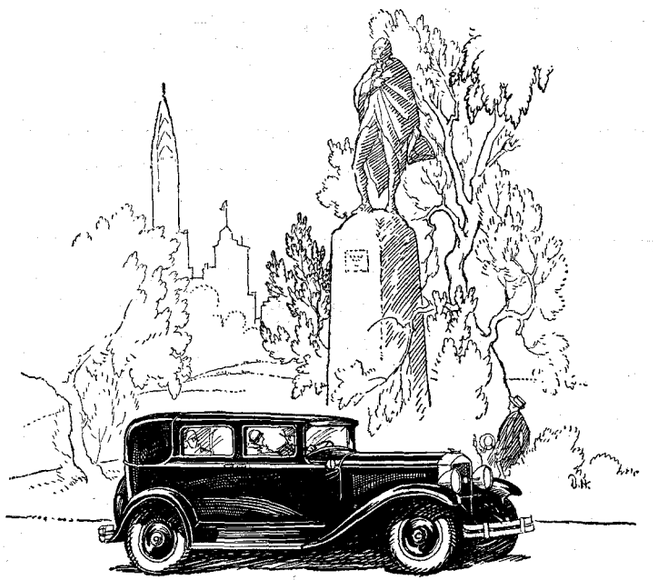

Get a real Duco job

when you have your car repainted

THINK how beautiful your car was when new—finished in Duco, of course, as millions of new cars are.

No matter how its original brightness may have been dulled by hard usage, your car can be just as beautiful again.

Have it refinished in the same durable, *lasting* beauty you can be sure of. Get genuine *Duco*—made by du Pont.

Then, if you wish, you'll be able to get precisely the same colors you've had—or, if you prefer, an entirely new color scheme chosen from the almost unlimited range of Duco shades.

It is well worth your while to insist upon genuine Duco. Duco is so well known that many people think all car finishes are Duco. The *real* Duco is made *only* by du Pont.

Be sure to ask for Duco when you have your car refinished—whether for a complete repainting job or the touching up of scratches and bumps. There's nothing "just as good as" Duco.

E. I. du Pont de Nemours & Company, Incorporated, General Motors Building, Detroit, Michigan. Canadian Industries Limited, Flint Paint and Varnish Division, Toronto, Canada.

DUCO AUTHORIZED AUTO RE-FINISHING STATION

DUCO

MADE ONLY BY DU PONT

solid, like a ship. Now it has been shown that a storm wave striking a horizontal sea-wall has an impact force of three and a half tons per square foot.

"You can imagine, therefore, how long a solid seadrome would last, even under fairly favorable conditions, which no structural design can be allowed to postulate."

How, then, do they propose to anchor this floating island of steel and iron? Mr. Armstrong explains:

We have returned to the most primitive principles.

The drome will be moored to a huge buoy, which will be attached to a 1,500-ton concrete boat, sunk in the bed of the ocean, by cables 17,000 feet long. Yes, the cables will be spun by the Roeblings, who already have made their preparations for the work.

The advantage of thus mooring the seadrome will be that it can trail into the wind. The anchor will be self-righting and non-fouling. After it is towed into position it will be flooded so that it can not either be turned over or pulled sideways. As investigations by cable companies have showed that the bed of the ocean at the point where we propose to moor the drome is of clay, the concrete boat will sink several feet deep into the ooze.

Now for the financial backing, which lends a certain air of solidity to the seadrome enterprise. It is, says the writer, an open secret "that Mr. Armstrong's principal backers are the Du Ponts and the heads of General Motors." And among those who have taken part in the development programs, we read, are:

The Belmont Iron Works of Philadelphia, the Sun Shipbuilding Company, of Chester, Pennsylvania, General Electric, the Roeblings, the Sperry Gyroscope Company, the United States Bureau of Standards, the Navy Department and Igor Sikorsky. These names are catalogd to allay any potential doubts that your reporter may be going off half-cock about an insubstantial thing.

The Armstrong Seadrome Development Company will operate in conjunction with the Sikorsky Aviation Corporation. These dromes will be strung along the southerly route across the Atlantic. There will be eight of them, not including one on terra firma in the Azores.

The first one, to be situated midway between here and the Bermudas, will be experimental only to the extent of training and developing the personnel. It will enable the experimenters to find out what operating problems they must expect, and will be capable of immediate expansion.

The calculations are based on a traffic of ten trips a day each way. A dirigible, on the other hand, can not be expected to make more than one or at most two trips a week. It is estimated that, except in the worst weather—and the route chosen is south of the fog limit—Europe will be accessible from New York in twenty-four hours. Probably a number of passengers will choose to break their trip midway and spend the night on one of the drome hotels.

One interesting question raised by the seadrome is that of sovereignty. Who controls these artificial islands? The builder? His country? The country nearest to the 'drome?

The subject is often discust and,

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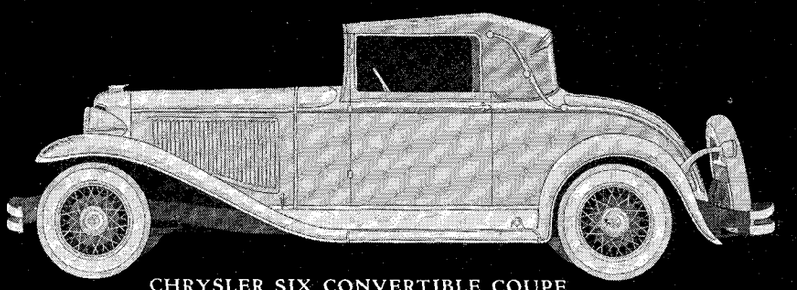
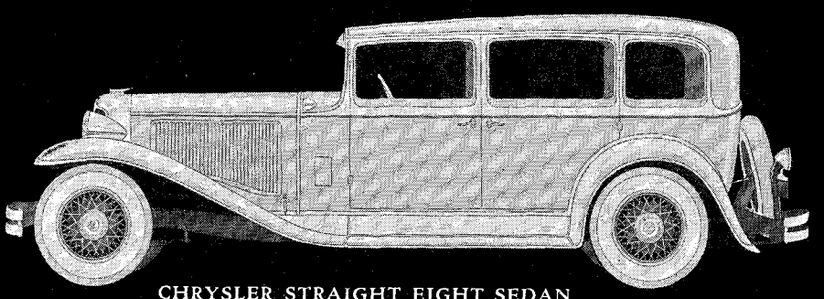
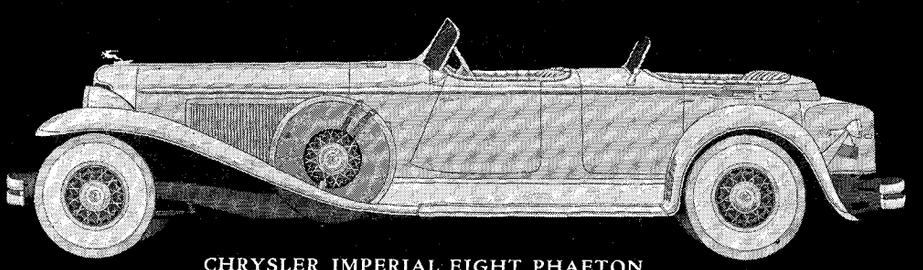
CHRYSLER



CHRYSLER SIX CONVERTIBLE COUPE



CHRYSLER STRAIGHT EIGHT SEDAN



CHRYSLER IMPERIAL EIGHT PHAETON

Chryslers are Different—and Better

TO GET the most for your money in an automobile—get a *CHRYSLER.*

You'll find that Chryslers—*all* Chryslers—are very different from other cars. Designed differently; engineered differently; built differently. That is why there is no other performance quite like *Chrysler* performance—why Chrysler pick-up, Chrysler speed and Chrysler smoothness never have been successfully imitated.

Today there is a Chrysler for practically every purse and need.

An entirely new Chrysler Six styled like the Chrysler Eight—a superlatively fine Six with a 116-inch wheelbase; a double-drop frame; a 70-horsepower engine and safety bodies of strong steel.

The new Chrysler "70"—with a 93-horsepower engine and the famous Multi-Range 4-speed transmission with Dual High gears.

The popular and outstanding Chrysler Eight—with its distinguished appearance; low center of gravity; safety bodies of steel; Dual High gears and quick, silent gear shift.

And for those who want the finest, there is the Chrysler Imperial Eight—a car of magnificent proportions and every luxury; 145-inch wheelbase; 125-horsepower—the car that holds *twelve* A.A.A. Contest Board stock car speed records for one to five miles.

Sit at the wheel of a Chrysler—*any* Chrysler—and learn something *joyously different* about motoring.

CHRYSLER SIX . . .	$885 to $935
CHRYSLER "70" . . .	$1245 to $1295
CHRYSLER EIGHT . .	$1495 to $1665
CHRYSLER IMPERIAL EIGHT	$2745 to $3145
(Custom Models $3150 to $3575)	

All prices f. o. b. factory; special equipment extra

Chrysler Eight and Chrysler Imperial Eight closed cars are factory-wired for immediate installation of Philco-Transitone, the pioneer automobile radio. Other models will be equipped on order.

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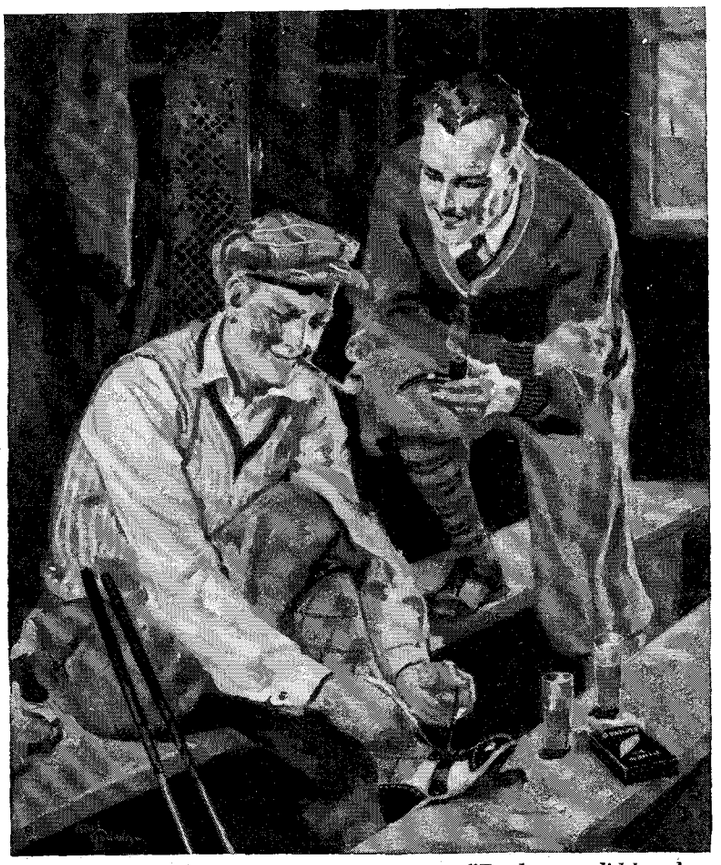

"Earth never did breed
Such a jovial weed."
—HOLIDAY

—with a "birdie" in each mellow bowlful!

1 Cut for Pipes Only

2 Made by Wellman's Method . . . an 1870 Tobacco Secret

3 Big Flakes that Burn Slow and Cool

4 Sweet to the End No Soggy Heel

Whether your pipe is caked and venerable, or brand-new, here's a tobacco, Mr. Smoker, that will put it in top form and *keep* it there.

Pack your pipe with shaggy Granger flakes. Load it on the "installment plan"; pack it tight; light it all around.

Then draw deep: Sweeter, mellower flavor—a cooler, drier, cleaner pipe—that's the *answer!*

LIGGETT & MYERS TOBACCO CO.

GRANGER
ROUGH CUT

A COOLER SMOKE AND A DRIER PIPE

according to Mr. Armstrong, says the New York *Times*, there have been "scores of legal opinions as to the seadrome's eventual status." The question of "sovereignty over airports on the high seas, and whether they should come under the jurisdiction of the League of Nations," was discust at "a recent meeting of the International Aeronautical Juridical Congress at Budapest," *The Times* reports, adding:

Representatives of twenty-two foreign nations decided that the League should have power of intervention in seadrome affairs. The fact that America is not a member of the League did not enter into the discussion, according to a report of the proceedings published by the Department of Commerce.

The status of a seadrome, if the country operating it goes to war, was also considered. One delegate suggested that seadromes be declared neutral in time of war. Another member offered an amendment to the effect that in case the seadrome owner becomes a belligerent, the control of the seadrome should be turned over to a neutral State.

Are You Fit to Drive Your Car?

TWENTY-SEVEN MILLION motor-vehicles traveled 162,000,000,000 miles in this country last year, over 660,000 miles of "more or less improved highways, ranging all the way from graded earth to concrete."

These vehicles were involved in 835,250 accidents.

All of which leads Israel Klein to suggest, in a copyrighted article syndicated by Newspaper Enterprise Association in its *Every Week Magazine*, that "it may not be amiss for the serious and well-meaning automobile owner to take stock of himself and his car for the combined safety of himself, his passengers, and others in the street."

To facilitate this suggested stock-taking, Mr. Klein outlines a series of tests that a driver can give himself, with or without the aid of a friend. The tests were prepared by J. S. Baker of the National Safety Council, who visited ten States where there are driver-licensing laws, and took the examinations required. The instructions that follow are a sort of "composite photograph" of the examinations in these States.

Here, for example, is the driving test given in Mr. Klein's article:

1. Operate the motor-vehicle over a two-mile course that will take you through both business and residence districts.
2. Apply both foot and emergency brakes suddenly.
3. Direct your car across two or three busy intersections.
4. Make at least two complete stops in traffic, one in a traffic lane, and another at the curb.
5. Make at least two right and two left turns.
6. Stop and start going up a ten-per-cent. grade—that is, ten feet up in each 100 feet forward.
7. Turn around between curbs on a

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twenty- to twenty-eight-foot street, preferably with a slope of five per cent., a pronounced crown, or deep gutters.

8. Run in reverse fifty feet.

9. Park parallel to curb between two cars or other obstacles twenty feet apart, or length of your own car plus five feet.

HERE'S how to check these operations. Consider yourself or your subject as having failed, says the writer, in each of the nine tests, if—

1. You show evidence of inexperience, poor gear shifting, repeated stallings, poor steering control, too much speed at intersections, poor judgment in traffic, excessive use of second gear, disregard for pedestrians, and unusual nervousness.

2. Either hand or emergency brake fails to stop or hold the car properly.

3. You fail to comply fully with requirements of traffic signs or signals you pass.

4. You neglect to signal with each maneuver.

5. You cut corners, swing wide, or fail to signal when necessary.

6. You roll back more than one foot in starting.

7. You climb either curb or obstruct traffic to the extent of causing other vehicles using the road to stop.

8. You weave back and forth excessively, or fail to look behind sufficiently.

9. You touch either vehicle or climb the curb.

HAVING passed this test, try the sample quiz, Mr. Klein suggests. The questions "may require answers slightly varying in detail according to the traffic laws prevailing in your State or community. But the answers given after the list of fifteen questions are those based on the uniform vehicle code of the National Conference on Street and Highway Safety, and come fairly close to being correct everywhere." Here's the list:

1. What difference does a "stop" street make in the rules about the right of way?

2. What must you do when you overtake a car going the same way you are and want to pass it?

3. How fast may you drive without having the law consider your speed improper (a) in a business district, (b) in a residential district, and (c) out in the open country?

4. What must you do when you come up behind a street-car which is letting people on or off?

5. Which of these must you have on your car: spare tire, tail-light, bumpers, horn, rear-view mirror, spotlight, tow rope, emergency brake, muffler?

6. May you park in front of a fire hydrant, and go into a store for a minute, if you leave your engine running?

7. If headlights from an oncoming vehicle blind you, what is the safest thing for you to do?

8. When parked at the curb, what is the most important thing to do before you start the car, and why?

9. Why may you not follow a fire truck closer than 500 feet?

10. If you have to stop when going uphill, what must you guard against when you start up again?

11. When must you carry your driver's license and car registration card?

12. What must a driver do when he leaves his car alone in the street?

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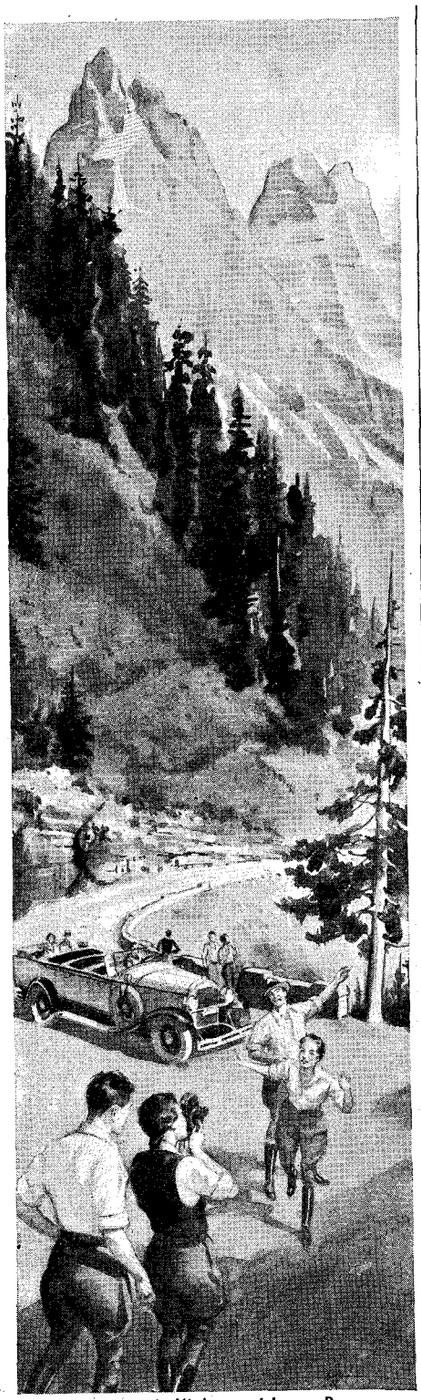

The Inter-Mountain Highway at Logan Pass

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13. When may you drive without a license?
14. What lights must a car have for night driving?
15. How must the number plates be put on car?

Now check your answers with these correct answers, furnished by Mr. Baker himself:

1. Little difference. After a driver on the cross street has stopt, he must yield to any vehicle in the intersection or so close to it as to be dangerous. Then he may go ahead, and drivers on the through highway must give him the right of way. A driver on the through street does not always have the right of way.
2. Warn the driver ahead by sounding your horn, always, when in open country and whenever it is necessary for safe driving in business or residential districts. If you have to drive on the left side of the road, you must also make sure that you do not interfere with oncoming traffic.
3. (a) Twenty miles per hour, (b) twenty-five miles per hour, (c) forty-five miles per hour.
4. Stop back of the nearest running board or door until passengers have reached a safe place, except where there are safety zones.
5. Tail light, horn, rear-view mirror if vehicle is constructed or loaded so that the driver can not look back; emergency brake, muffler.
6. No.
7. Slow down or stop as near the right edge of the roadway as possible.
8. Look behind and signal oncoming driver.
9. Because you may interfere with other fire apparatus, and because a high-speed procession following a fire-engine is dangerous.
10. Rolling back.
11. Whenever you are driving.
12. Stop engine and set brakes.
13. Never on public highways without license or instruction permit.
14. Two headlights and one tail-light.
15. One in front and one behind, fastened so as not to swing, not less than one foot from the ground, and unobscured by bumpers or other parts of the vehicle or load.

Bedtime Magic.—Little John met a neighbor's child the other day and he noticed she'd been crying.

"What were you crying about?" he asked.

"The doctor took one of my teeth out," was the reply.

"Pshaw, that's nothing!" said John. "My mother takes all hers out every night, but she doesn't cry."—*Boston Transcript.*

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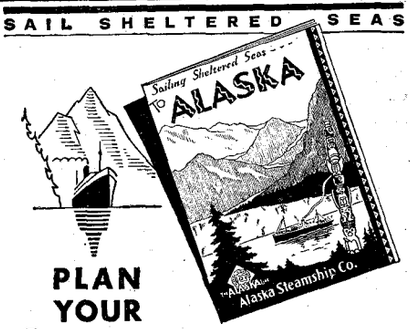

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Hist! Don't Tell! Uncle Sam's Flying Fort's a Thrill

THE frontal aspect of a man badly in need of a shave.

The speed and maneuverability of a humming-bird.

Such, according to a correspondent of the New York *Herald Tribune*, are two of the features of Uncle Sam's Fokker-built flying fortress, "a craft of a single high-speed wing bristling with the muzzles of machine guns. In a diving attack the whole wing opens fire, which is automatically controlled."

There was more than "the customary large amount of secrecy with which trials of radical military aircraft design are cloaked" when they rolled the new plane out of her hangar at Teterboro Airport, New Jersey, to put her through her paces.

Indeed, the press, so often invited to witness the trials of new planes, was excluded, and reporters had to watch the flying from a distance, outside the airport bounds.

In *The Herald Tribune* we read this account of the performance:

The design, which is the latest creation of Anthony H. G. Fokker, Dutch airplane builder, who gave Germany undisputed air supremacy for a time during the World War, is said to be the most formidable fighting craft of its kind ever turned out.

It is manned by a crew of two, carries a quarter of a ton of bombs, six machine-guns, and yet the preliminary test flights made to-day indicate that it is faster than the present high-speed, single-seater pursuit ships now used by the Army.

When this remarkable plane took off and flew, the aeronautical achievement which it represented was summed up by one unofficial observer as "comparable to taking a leviathan of the sea and giving it the speed of a humming-bird."

To ground observers the craft appeared to have unlimited speed and to be well up to the expectations of Fokker Aircraft Company engineers that the flying fortress would be capable of a speed of 200 miles an hour.

In the two-seater attack design classification, to which the new plane belongs, it represents a class speed increase of nearly seventy miles an hour, and becomes the fastest two-seater fighting plane in the world.

Because of the extraordinary secrecy which the Army Air Corps engineers have undertaken to keep around the new aerial fighter, and also because of the close co-operation in the building of the craft which has existed between the Fokker engineers and the Army engineers, the plane was not first test-flown by pilots for the builder, which is the usual procedure. The plane made half a dozen take-offs and was flown for nearly two hours by two Army pilots, whose names were also kept secret.

The Fokker plane is of all-metal construction and has a thick, full, cantilever wing. Four guns are buried in the leading edge of this wing.

Two other machine-guns are buried on the same movable ring topping the gunner's cockpit to protect the ship from the rear and the sides.

The plane is powered with a 600-horse-power Curtiss Conqueror engine.

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Pictorial impressions by HELEN WILLS

Helen Wills, a passenger on the White Star liner Majestic *last summer, illustrated the shipboard incidents which particularly impressed her. This is one of a series.*

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Her comment: *"Quoits... the lady in the drawing is evidently throwing a ringer, but it really isn't as easy as that!"*

Helen Wills

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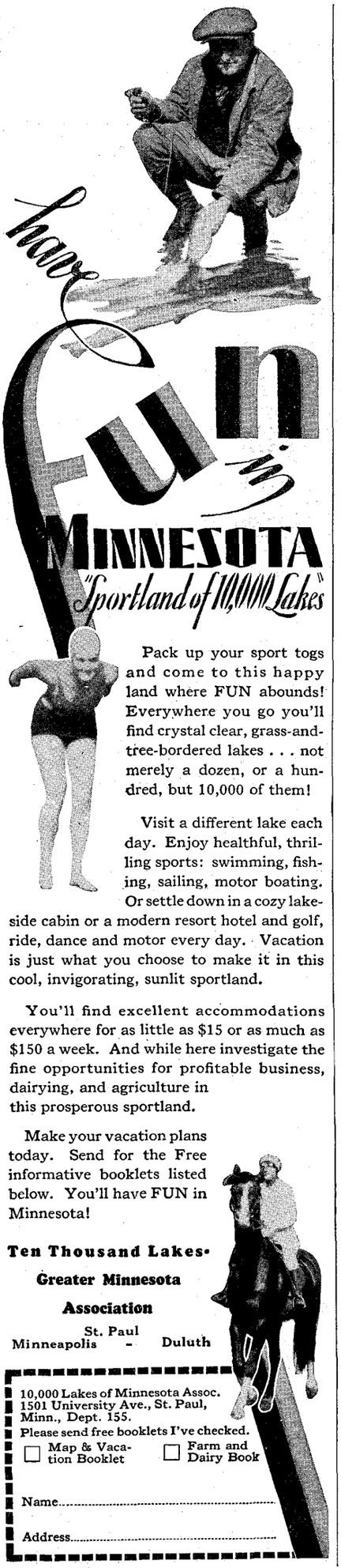
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Scrambling for South America's $8,000,000,000 Air Trade

A PEACE-TIME war, all for the love of some $8,000,000,000 in world trade, is in furious progress in the air over South America.

The aerial argosies of the United States, France, and Germany are competing, according to a copyrighted article by Ward Morehouse in the New York *Sun*, "for commanding positions along South America's east coast. A spectacular strategy of modern commercial penetration, winged merchantmen of France, Germany, and the United States are vying along this great Eastern trade route, where four-fifths of this continent's world trade of ten billion dollars is concentrated."

Each competing nation, Mr. Morehouse tells us, is "striving to provide the South American business man with a faster service to his own country than he can have to or from any other, in addition to equipping their own nationals with every time advantage possible in a field where competition for trade preference is notoriously keen. The dramatic application of the airplane to an already spirited contest is registering a dynamic effect in this field where travel has always been tedious and postal time slow." Reading on:

Along a 5,000-mile front, a stretch of territory equivalent to three times the distance of our Atlantic Seaboard from Portland, Maine, to Key West, Florida, this battle is being waged for a goal that is measured in terms of billions of dollars in future trade and commerce.

South America, in the meantime, is lending full cooperation, generally on an impartial basis since, viewing the situation in any light, these countries are receiving the major benefit.

In three short years the airplane, annihilating time and distance, has ended this continent's age-old isolation imposed by lack of modern railroads and utter dependence upon slow-moving coastal steamships over the major part of their principal trade route.

GERMANY, "intent upon recouping important markets lost during the World War, was the first to enter the field." We learn as we continue:

Through the Condor Syndicate, the Reich-subsidized associate of the powerful Deutsche Lufthansa, a pioneer line was established in southern Brazil a little more than three years ago.

Intended as a base from which to extend an air-line from Buenos Aires and Rio de Janeiro directly across the Atlantic to Bremen, that route tapped the richest commercial area of Brazil, from Rio to the Uruguayan border, and proved an immediately effective weapon in the extension of German trade influence.

To-day the big twin-engined Dornier Wall flying boats and the smaller Junkers seaplanes sweep up the trade route from the southernmost point of Brazil to Natal, the hopping-off place for Europe.

Both mail and passengers are carried over the Condor system in considerable volume and, while they have not yet been able to complete their transocean route, both the *Graf Zeppelin*, on its flight to Brazil, and the *Do-X*, the world's largest airplane, now en route to Rio, have been used with telling effect as a demonstration of what Germany is planning for her air-lines in this region.

Almost on the heels of the Condor Syndicate, the heavily subsidized French international system, Compagnie Generale Aeropostale, established a base in Rio de Janeiro. Undertaking a prodigious program, the fast mail planes of this system, which carry only a relatively small number of passengers, were soon sweeping southward to Buenos Aires and Rivadavia, over the Andes to Santiago, Chile, and northward through Brazil to Natal.

At this point fast naval cruisers were whipt into action to speed the mail across the 1,800 miles of ocean to Dakar, West Senegal, Africa, from whence the mail again goes by plane to the Continent.

With a seven-day service between Buenos Aires, Rio and Paris, the French have been able to better the fastest German time by three to four days, while both of these competing lines are planning faster schedules through the use of new and improved equipment.

AND finally we come to America's share in this commercial rivalry, borne by Pan-American Airways, and its subsidiary, Pan-American Grace, which operates on the west coast of South America. Reading on:

While the Pan-American Airways, the American international air transport system, was the last to enter the field, it has undoubtedly been the most impressive as far as it has gone.

Following the consolidation of the New York, Rio and Buenos Aires Line, another American company which formerly operated over the east coast, with the Pan-American system, the route to Rio de Janeiro became the eastern trunk line of this company's 22,000-mile network of air-lines between the United States and Latin America.

This line is operating a fleet of giant twenty-two and thirty-passenger flying boats along the east coast as far as Rio de Janeiro and Santos, at which point the line is cut short.

Their service is faster to the ultimate destination than either the French or the German, with a six-day mail time offered between Rio and New York City, half the time required by the fastest steamship service.

How long they may be able to hold that leadership is a question at this time, since the American service is handicapped both by operating but once a week in each direction and by having the route end at Santos, leaving the most important commercial section of Brazil, and a natural contact with Argentina, without any American service of any kind.

It is generally considered, that, unless greater frequency and an extension of the route become available, the Pan-American Airways will be forced to give ground since, in the face of powerfully subsidized competition, a necessarily elaborate and adequate service can not be established on the present basis.

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A Kind Word for Traffic

"HOW do some drivers get away with their driving?" asks the bewildered observer.

"Traffic helps them," explain the exponents of a new theory regarding our crowded streets and highways.

Does congestion of traffic make for accidents? That's what we have always assumed.

But are we right?

"Without traffic," says Frederick C. Russell in a copyrighted article for The Russell Service, "many automobile owners might not be able to drive their cars, and accidents might be even more numerous than under present conditions."

Traffic prevents accidents? Here is a new idea indeed. Mr. Russell elaborates it thus:

By this view, held by some of the most experienced drivers and keenest observers of motoring, traffic steps into a new, radical and hopeful rôle.

As the psychologists explain it, other cars serve as a guide to the average driver. He is safer following the leader and going with the herd than he would be if he had the whole road to himself.

Concrete evidence in support of the new theory is everywhere noted. At least one out of every ten drivers, or approximately three million, are unable to place a car in its stall in a public garage. Turning around is an ordeal for many hundreds of thousands. A surprizing number of operators can not keep straight on their own driveways, even running in a forward direction.

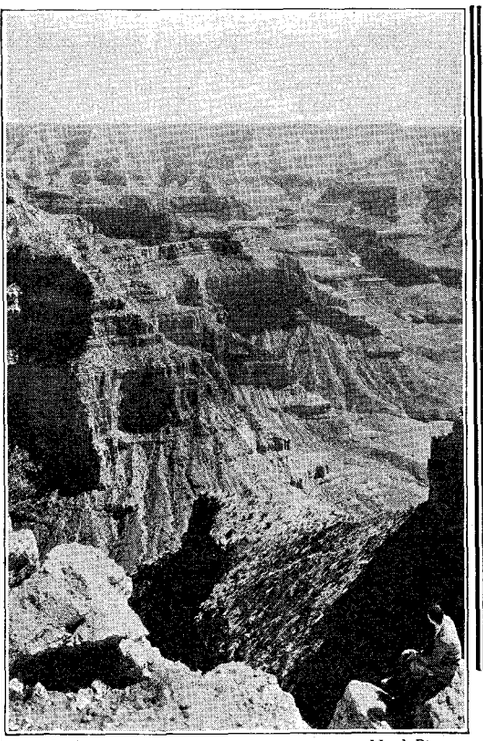
Tests show that drivers who are unable to run along a private driveway without shaving off part of the lawn may drive daily through thick traffic without ever scratching a fender. When other cars are placed on the scene even the most inexperienced driver functions in a keener manner. If the other cars keep in a straight line, as they invariably do in the most dense traffic, the driver is guided accordingly. He merely aims to keep a safe distance from the car to his left, and is automatically protected by the driver of the car to his right.

AN experiment made by a driver with over 100,000 miles of operation to his credit "proved illuminating," according to the writer, who outlines it thus:

He approached a traffic light at an intersection where there were no other cars. At the flash of the red light he applied his brakes, and found that while he had been traveling only thirty miles an hour, he was unable to stop at the white line. Several blocks beyond he was forced to make a similar sudden stop, but was traveling forty miles per hour at the time and found himself behind another car. But he stopt with ample margin of safety.

Thinking that the seemingly greater efficiency of the second stop was the result of the brakes being warmed up, he made further tests along the route, only to discover that every time he was alone at an intersection he experienced more difficulty stopping. At times the brakes seemed to be failing him. At no time when obliged to stop suddenly behind other cars did he experience any sensation of failure.

Analyzing the matter carefully, he



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concluded that his failure to stop efficiently when alone was due to slower thinking and action. He proceeded on the assumption that if he did not stop promptly, nothing would happen. This caused him to delay pressing the brake pedal, and to fail to press it vigorously enough at the beginning.

The secret of efficiency in stopping is to initiate brake action as quickly as possible, and to press reasonably hard on the brake from the moment deceleration commences. Most drivers, if there are no other cars around, apply the brakes too gently at the start, and do not come down firmly on the pedal until the car is nearly at a standstill. This is too late to be of value in speeding the stop.

Superstitions Turned into Cures

AGAIN, Science learns from Superstition.

The ancient belief that gold or silver talismans, applied to wounds, helped them to heal, is substantiated by recent experiments in surgery.

These show that "the application of silver and gold plates prevents suppuration and hastens healing," we are told by Dr. W. Schweisheimer, writing in *Reclams Universum* (Leipzig).

In other ways, modern medicine confirms the ancients by finding antiseptic qualities in metals—

In popular medicine, gold has been considered a preventive of the "evil eye," erysipelas, affections due to wounds, and jaundice.

Indian writings, dating from long before the Christian era, suggest that gold, the symbol of the sun, beaten into extremely thin leaves, should be heated and then drunk in liquids. It was also included in a drink for the new-born baby. In the Middle Ages, too, drinkable gold was used.

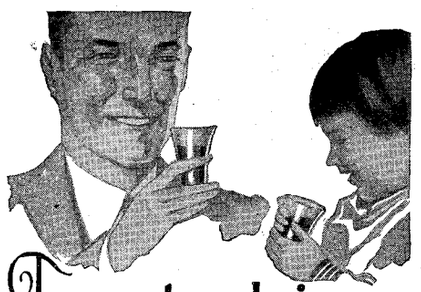
Paracelsus made use of it, also of gold-oil and essence of gold, the "redness of gold," which was considered highly efficacious. By means of auriferous balsam, he is said to have effected cures in cases of wounds and skin injuries. Perhaps there is still a surviving feature of these gold-drinks in the Danzig *goldwasser* (gold-water).

HOMEOPATHY, we are told, has included in its store of remedies very small quantities of gold and silver. More recent therapeutics make use of gold, silver, and copper compounds in the treatment of tuberculosis, leprosy, and other contagious diseases. Again:

Colloidal silver, injected into the veins, is frequently applied as a remedy in cases of blood-poisoning. Here the silver is combined with albumen, which prevents an agglomeration of the metallic particles. Another remedy by injection, much used, is obtained by disintegrating silver wire under water by means of electricity.

For cauterizing the skin and mucous membrane, silver nitrate (lunar caustic) is used, while in some affections of the mucous membrane albuminous silver compounds are applied.

For healing wounds, gold and silver compounds were once used, accompanied frequently by curious rites. The example



Tomato Juice
-a Health Builder

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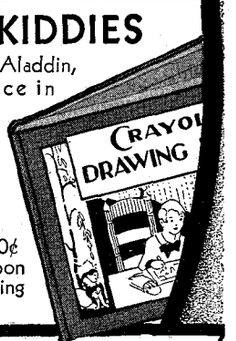

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of Paracelsus prompted long generations of medical men to use this treatment. Recently the bactericidal effect of metals has been definitely proved. Coins that pass through many hands and take up many germs are ultimately freed from these by the oxidizing effect of the metal. Potassium aurocyanid and other gold compounds check the growth of tubercle bacilli even in a very weak dilution.

By means of silver, water containing bacteria may be purified and made drinkable in a short time. By a special process, silver is beaten down on clay balls, the water passes through the apparatus, and bacterial pollution is removed. A very small quantity of silver is dissolved in the water, and even after removal from the apparatus this is sufficient to keep the water free from bacteria for a long time. Experiments indicate that the sterilization may persist as long as two years. The quantity of dissolved silver is so small that no harm comes from drinking the water.

THEN Dr. Schweisheimer tells us how modern medicine has substantiated the old belief in the power of charms to cure wounds:

Amulets and talismans, made of gold and silver, when applied to wounds, were supposed to heal them more quickly. Is this pure superstition, for which the rareness, brilliancy, and color of the metals may account?

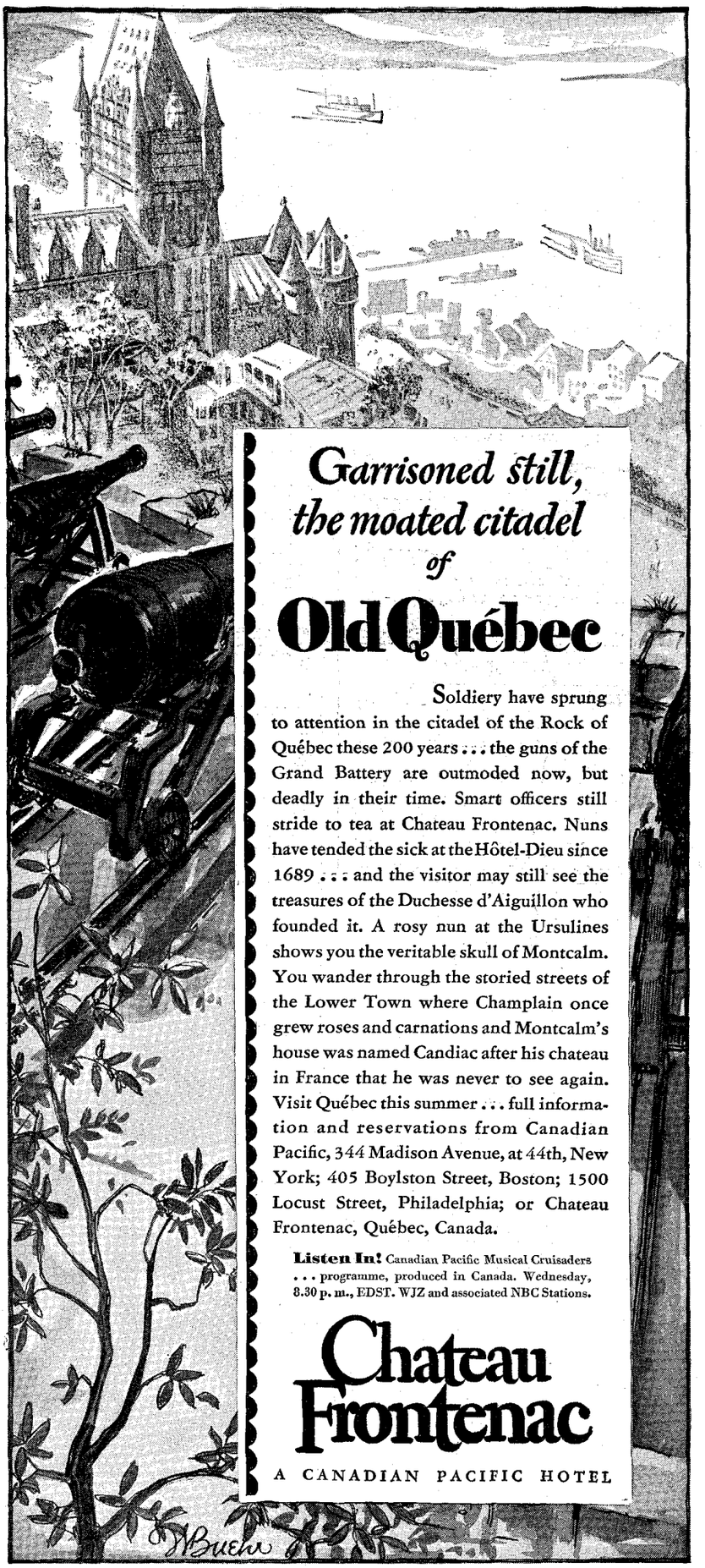
Through recent surgical experiments it has been ascertained that the application of small, finely rolled silver and gold plates to wounds prevents suppuration and hastens their healing. Among others, the following experiments were made at the Surgical Clinic of Vienna. Wholly pure unalloyed silver is rolled out as thin as tissue-paper and placed upon the wound. It prevents pollution from outside, destroys the exciting cause of suppuration, and checks wound secretion. It remains for some time on the wound, and after several days is exchanged for a fresh silver membrane.

This treatment was applied chiefly in cases of burns and sewed wounds; the stitches may be left longer in the wound without danger of suppuration. In the clinic in Vienna good results were obtained with this method, especially in the accident division. Also at other clinics, particularly at the University of Graz, similar observations have been made. Experiments with thinly rolled gold membranes have also been made in the treatment of wounds; but it was evident that this metal has not as favorable an effect upon the wound as the silver.

The sterilizing effect of the precious metals, which is due to their oxidation or the formation of an acid, may be quantitatively determined from the arrest of growth in bacteria cultures. For this purpose the bacteria of suppuration are placed on prepared nutrient media in an incubator. If either silver or gold is applied to the cultures, the growth is either delayed or stops entirely, and the bacteria die.

Control cultures of growth colonies with the same stock, bred without the application of metal, render comparison possible. Zinc, too, has the capacity to destroy pus bacteria in its proximity.

The preservation of the dead in leaden receptacles or their transformation into mummies by burial in copper mines, as was customary with the Mexicans, is also based upon keeping aloof the germs of decay by the action of the metal.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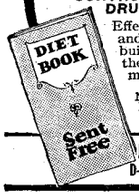
CONTROL YOUR WEIGHT WITHOUT DRUGS OR TIRESOME EXERCISES



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CURRENT POETRY

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As to its being a truthful portrait, the traveling public may judge, and credit the Spokane *Spokesman-Review:*

THE PULLMAN PORTER

By S. K.

The Pullman porter's main design
Is to have folks in bed by nine
(However wrong that seems to them)
And up again at 6 a. m.
All their objections are in vain
Because the porter runs the train
And is, until it makes its goal,
Sole arbiter of berth control.
He is the only one who knows
What charm will make the windows close
Or how to ventilate the car
Or where the extra blankets are.
He's rather haughty and austere
Until the journey's end draws near,
But then he's full of mirth and quip
And bright, congenial fellowship,
And answers signals with a rush
And chuckles as he plies his brush.
On mornings when the train gets in
He rouses you with cheerful din
Always at least an hour too early,
Which leaves you sleepy, cross and surly.
The porter's is a trying spot,
I do not envy him his lot;
While passengers in comfort snooze
He sits up late to polish shoes.
Yet I could wish that now and then,
He'd let me sleep till half-past ten!

If you spend your money for naught, chasing a climate, you come home and prevaricate, not so Mr. Kreymborg, in *The Quarter:*

CHASING THE CLIMATE

By Alfred Kreymborg

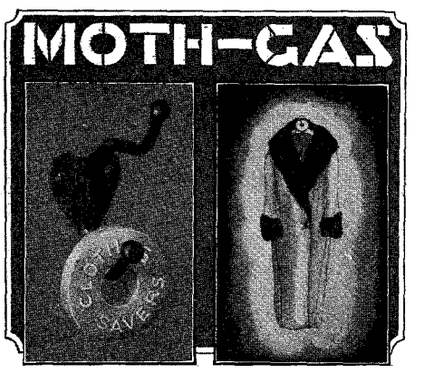
For days and weeks they've promised spring to us,
These natives with their braggadocio.
Look at the same old weather and compare
That slanting sleet with what the calendar
Assures the world the weather ought to be.
"We haven't seen such snow for forty years"—
Where have I heard that folderol before?
In every other egocentric place
Whose climate, quite the most unparalleled,
Decoys and dodges tourists hot and cold.
Who play the fool by chasing climates so.

Remember all the folders we perused—
Railroad, steamer, bus and automobile—
The views we scanned of islands in lagoons
Where sunny people dressed in their own skins?
With funds saved up for just one trip abroad,
Enough to buy Nirvana for awhile,
Maps of the earth spread out upon our knees,
Dozens of dreams within our means to choose,
We spent one half on train and steamer fares—
We'll need the other half to drag us back—
Lord, I'll be glad to see New York again!

* * * * *

We had an itch for seeing foreign peaks,
And lakes among the peaks, and feeling warm
In winter, cool in summer. Wisdom is ours
For spending gold on all the temperatures
Our twin illusions might have had at home:
An isle no longer quite so hateful now.
It comes of chasing skies to suit our skins,
When arteries beneath our skins contain
Weather to keep nostalgias equable.
Now we know more than we did yesterday:
We've bought a page of old philosophy.

Somebody said that life's a hospital
In which the patients yearn to change their beds.
Baudelaire said it, so did Schopenhauer,
Turning the page to Solomon's vanity.
Ere Dante's terzarimas rain it down
In tempests out of Purgatorio
(That's right, come over, sit beside me here),
I'll lisp my own trite version of the tune.
Whether we're homesick, farsick, hot or cold,
Let the damn heavens play the porcupine—
I am your climate, dear, and you are mine!



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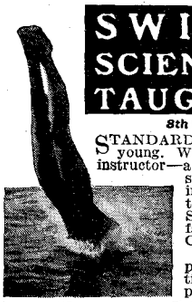

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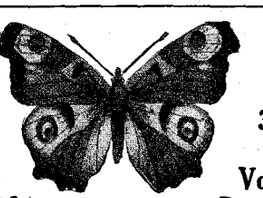

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MR. FUNK'S "Manhattans, Bronxes and Queens" (McBride), now appearing in Brentano's best-seller list, contains glances at numerous angles, none more timely for the present than this:

WITH MY NOSE AGAINST THE WINDOW OF A STEAMSHIP OFFICE

BY WILFRED J. FUNK

"Cabin Passage," "Tour de Luxe,"
Raymond Whitcomb, say, or Cook's,

Or another agency,
It is all the same to me.

Any line or any ship,
Any dock or any slip,

Any port or anywhere,
Any distance—I don't care.

Travel circulars are free
And create an ecstasy

In my heart—I read them through
And make believe, as children do!

GIVEN the occasion, and plain men speak in poetry. This from *The Commonweal* (New York):

THE LAUNCHING OF A SHIP

BY THOMAS CALDECOT CHUBB

The stalwart sound of mauls all winter long
Rang sturdily in chorus, till one day
The scaffolding and frames were stripped away,
And there she stood as graceful as a song,
Yet with her bluff, square bow, less graceful than strong,
Fanned by the restless breezes of late May,
Above the hush of an anticipant throng
Poised till she plunge into the rustling bay.
With her slow pride of queenly dignity,
At last she started down the sloping ways,
And as she moved there came a shout of praise
That had two thousand voices' unity,
From men who, having no other poetry,
Made her as strong a song as men need raise.

HERE is a flat negation of that "ethereal mildness" of old addrest to spring. In *The New Republic* (New York):

BUD AND LAMB

BY MARIE DE L. WELCH

Spring is not soft, it is not gentle
It is not a season of light song;
If you find this bud and this lamb gentle
You are blind, you are wrong.

They are lovely, to see them is to have new eyes—
But they are not gentle, they have broken away
By marvelous violence from the close womb;
They triumph, they are not softly gay.

Winter only is the season of gentleness
When the seed and the sheep
Nurture the tempest of another spring
In stillness and sleep.

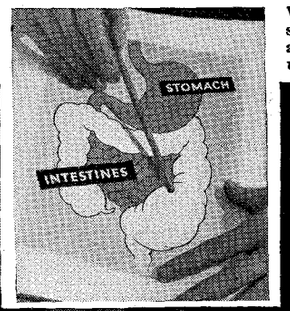
THE famous Japanese cherry blossoms are tabu to pickers in Washington, but our royal visitors should be excepted, suggests the Washington *Evening Star:*

CHERRY BLOSSOMS

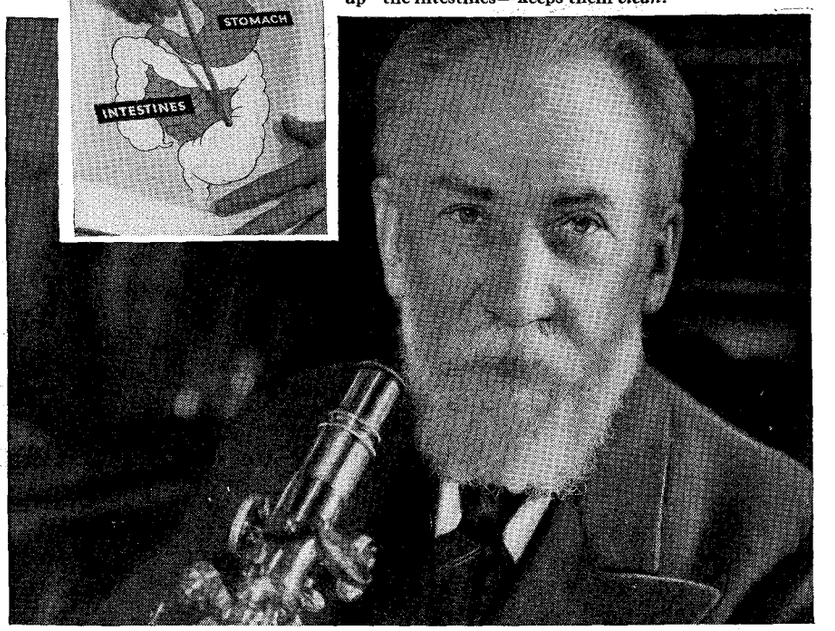
BY PHILANDER JOHNSON

Beware! Beware! You shall not dare
To touch a blossom growing there—
But should a Princess from Japan
With wistful eye the blossoming scan,
That seems a greeting meant to be
From homeland far beyond the sea.
Friend Officer, do not delay,
But give the Princess a bouquet.

"Don't neglect THIS TROUBLE



When intestines are sluggish, poisons seep into the system—cause headaches, skin troubles, etc. Yeast "tones up" the intestines—keeps them *clean*.



DR. FRANÇOIS FOVEAU DE COURMELLES *has made a long study of fresh yeast*

...it is serious"

states this famous Paris medical leader

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That is why doctors so universally warn you against this condition. Here are the words of the famous Dr. Foveau de Courmelles, Laureate of the Academy of Medicine of Paris. He says . . .

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DR. GRUENFELD, noted Vienna clinic head, says: "Fresh yeast has a remarkable effect on the activity of the intestines." © 1931, Standard Brands Incorporated

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"I was not actually ill," *writes* Miss Marion Smith, *Washington, D. C.*, "just sluggish and irritable. I began eating Fleischmann's Yeast and that old tired feeling left. Appetite came back and my skin began to clear up."

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Busier Days in Motordom

THAT the automobile industry is heading for better times seems to be a very general conclusion of the magnates of motordom.

Here, for instance, is Alfred Reeves, of the National Automobile Chamber of Commerce, insisting on the industry's "substantial improvement." And here is President Alfred P. Sloan, Jr., of General Motors, declaring that "the automobile industry is leading the way to business recovery." An unnamed executive in the Ford organization is quoted in *The Wall Street Journal* as saying: "The curves have begun to turn in the right direction."

Of course the financial reports for the first quarter of 1931 now coming in are showing a drop in earnings as compared with last year. But successive statements of actual business being done in production and sales as the year advances make much better reading. Improvement in March over February and then again in April over March is being shown in many quarters. The combined production of cars, according to the National Automobile Chamber of Commerce's figures, was 178,399 for January, 299,768 for February, and for March (estimated) 286,883, making a total for the quarter of 695,050. *The Commercial and Financial Chronicle* hears that motor-trade authorities expect that when the figures are in, April will show a production of about 320,000,000 units. General Motors reports a March increase of 47 per cent. over February, as compared with an increase of 39 per cent. for the corresponding months in 1930. Chrysler reports March 60 per cent. ahead of February.

International

The Twenty-Millionth Ford

Henry Ford at the wheel of his twenty-millionth Ford car, which was turned out in Detroit on April 14.

A particularly healthy sign, writes Edward Morrison from Detroit for the Consolidated Press Association, is found by automobile executives in the increases shown by the manufacturers of medium-priced cars. This writer calls attention to Studebaker's March increase of almost 75 per cent. over February, with the biggest month's business since September, 1929; Hupmobile's gain of nearly 24 per cent.; an increase for Hudson and Essex for March over February of 38 per cent.; and with Auburn having already turned out 80 per cent. as many cars as it did all last year.

ONE of the most heartening reports to come from Detroit in April, is the statement issued by Buick, and noted in the *Automotive Daily News* (New York), to the effect "that 21,819 units were delivered in January, February, and March, as compared with 20,533 in the same period last year, a gain of 6.3 per cent." As the writer points out:

> All through that first quarter, Buick showed consistent gains each month over the corresponding period in 1930. Its January this year was 5,616, as against 5,035; its February was 6,409, against 6,251, and March 9,794 against 9,247.

Other dispatches tell us that Willys-Overland reported a 19 per cent. gain in March over February. Packard sales were nearly a third larger in March than in February. In fact, nearly all the cars reported similar gains, partly seasonal.

As April advanced it became evident that the trend was continuing. Chrysler, Nash and Studebaker were among the companies doing a bigger business in April than in March. Early in the month Reo reported a single order exceeding $1,000,000. And so it goes. A Detroit dispatch to *The Wall Street Journal* suggests that this April will show the sharpest increase of production over March in six years. This writer understands that some of the companies actually made money in March, but much of the March earnings will have to go to offset January and February losses. However, "the second quarter, with April operations gaining over March in all but one or two companies, unquestionably has gotten away to a good start."

From now on, writes a New York *Evening Post* correspondent, "activities are expected to move upward until mid-summer." As the situation is summed up in another Detroit dispatch to the same paper:

> The automobile industry has had its "vacation" and is returning to work.
>
> Optimism is permeating every plant employer from the president down.
>
> They are confident that the warm days of a predicted early spring will result in buying activities that will put the industry back where it was in the busy period of 1929.

ON the whole, writes W. S. Cousins for the International News Service, "the automobile manufacturers have come as near to realizing the hopes entertained for the first quarter of 1931 as any prominent American industry and, at this moment, they are gearing up their plants for the anticipated increase in the second three months of the year." Mr. Cousins reminds us that:

> Even when sales of motor cars were falling off steadily, at various periods since the first of 1930, the automobile manufacturers refused to concede that there is such a thing as a saturation point for cars, either at home or abroad.
>
> In the first place, an average of two million worn-out cars is each year disappearing from the highways. They can not last forever, and having gone down the line to the third—or fourth-hand owner, they are finally ready for the scrap heap. They must be replaced, and this alone provides an avenue for the disposition of nearly 200,000 cars a month.
>
> Then again, the prosperity era of 1924-29, saw the development of the so-called multiple usage of cars both in the homes and business enterprises. Prosperous Americans have built up their "fleets" of utility cars in the same manner as they have increased the number of styles of boats at their moorings, or horses in their stables. Multiple sales made in the heyday of prosperity have in many cases tided over the depression and the buses have been drest up to look like new. This postpones for a year or two the date of repurchase of more cars, but the potential demand is there, and the automobile man knows it.

"WHETHER or not it is leading the nation back to prosperity, as was generally prophesied several months ago, the automobile industry is in itself headed for better times," writes William Ullman in one of his syndicated articles on the automobile business; "for four consecutive months, with the same result even more emphatically indicated for the fifth, the country's largest manufacturing enterprise has forged directly ahead."

Of course, it is admitted that in actual production figures the industry has just completed "the weakest first quarter since 1921." Motor-car production "dragged bottom last November." But Mr. Ullman carefully explains that this was

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expected last fall, and from November on "a slow but steadily paced advance was predicted."

AND the encouraging point is that this prophecy has proved correct. The advance in each successive month of 1931 (as already noted) "has been enough to bulwark confidence in all parts of the industry."

Predictions of the total output for 1931 have been very scarce, notes Mr. Ullman. The average estimate has been around 3,500,000 units. It is observed that, "as compared with 1930, in the face of a growing consumer demand from month to month, a 1931 first half output of 1,700,000 units is about the best expected anywhere within the industry."

Among hopeful signs are set down the increase in the sale of medium-priced cars, and the holding of production closely to demand. It is expected that the peak sales months will be May and June, instead of April and May as in most past years. "After the first half of the year, a factor that is counted upon to prevent any sudden and sharp drop in buying if general conditions improve is the fact that customary mid-summer new model introductions will be abandoned." This refers to the fact that most of the larger companies have agreed to announce new cars only in December and January.

On the whole, Mr. Ullman thinks that 1931 is almost certain to equal or exceed last year's production figures which, according to the National Automobile Chamber of Commerce, showed a total of cars and trucks in the United States and Canada of 3,505,000 and of cars alone 2,943,200.

In this connection it is interesting to note the earnings of the leaders of the industry for the off-year of 1930, as recorded in *The Michigan Manufacturer and Financial Record* (Detroit). Net earnings of General Motors last year were $151,098,992, or $3.25 per share of common stock. This compares with $248,282,268 or $5.49 a share in 1929. The 1930 net profit reported for the Ford Motor Company was $44,460,823, as compared with $81,797,861 for 1929.

WHILE there was a sharp drop in earnings, nevertheless these are substantial profits, and the Michigan weekly considers both corporations in a sound financial position. It adds:

The brightest feature of the automotive industry, well illustrated by its two leaders, is that dealers' inventories have been retrenched and brought down to normal, thus placing the whole organization on a sounder basis.

Another significant feature is that, despite a drop in sales and sharp reductions in prices, the buyer to-day is being offered the greatest car value in the history of the industry.

Cuts in prices and declines in output have stimulated the manufacturers to produce units of greater quality and efficiency.

A New Use for Cotton

A REVOLUTION in the utilization of cotton is foreshadowed by recent tests.

Instead of being grown for its textile value, emphasis will be placed on its cellulose content—its ability to be turned into rayon.

The whole plant will be utilized, and will be harvested as simply as wheat or rye. Says *The Manufacturers Record* (Baltimore) in a leading editorial:

It has been said that the future of the cotton-grower will be determined in the laboratory of the industrial chemist.

Perhaps this prediction is nearer fulfilment than is realized.

Great plants for the manufacture of artificial silk or rayon, some of the largest of their kind in the world, have been established in the South. Wood pulp now supplies most of this cellulose raw material, but the chemists have learned that cotton has the highest cellulose content of any product. While cotton linters are used to some extent for cellulose production, the cost has been too great to permit the use for this purpose of lint as grown under methods which have prevailed for centuries.

Some time ago a noted authority on forestry and lumbering, in discussing certain discoveries relating to cellulose and the effect such discoveries would have on the lumber industry, asserted that Southern cotton offers one of the best sources for cellulose, and that he expected to see the time when the whole system of cotton-growing would be changed. Cotton, he said, will be grown for its cellulose content and not for its lint value.

Now comes the announcement of the results of a significant experiment to determine the commercial feasibility of growing cotton for cellulose. The report covers in detail the results of a field demonstration on a North Carolina cotton plantation, which may bring radical changes in cotton-growing methods with far-reaching effects on the whole Southern cotton industry.

Under the new method, cotton would be grown and harvested in a manner similar to the method used to harvest wheat or hay, utilizing every part of the cotton plant except the roots. The work would be done chiefly by machinery, thus releasing much of the labor now required for cotton cultivation and picking.

Commercial success of the plan would depend on the cotton farmer's ability to grow the greatest tonnage per acre at the lowest cost for planting, mowing, and baling.

There would be no expensive seed bed to prepare, no expensive cultivating, chopping and handpicking. The experiment so far is said to show that cotton can be produced at one-twentieth the cost of the present method of growing cotton for its lint value.

The length of the staple has no bearing on the ultimate chemical value of the cellulose content.

AS the rayon output of the United States is probably 150,000,000 pounds annually, the question naturally arises whether the possible demand for cellulose will be great enough to consume a considerable part of the South's cotton crop under the new method. Says *The Record:*

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Whether the demand develops to such a point or not, if cellulose can be produced so cheaply from cotton, it undoubtedly will provide a huge additional market for the staple.

During the crop year 1929 the volume of the South's crop was more than 7,215,000,000 pounds of cotton lint and over 520,000,000 pounds of linters. More than 13,000,000,000 pounds of cotton was baled throughout the world last year.

With the harvesting of the cotton stalks and lint together, the quantity available for cellulose, of course, would be much larger, estimated at ten times the volume of lint.

Then, too, if cotton is available for paper-making, and can be produced more cheaply than wood pulp, the Southern grower may have another outlet for his crop. More than 7,000,000 cords of wood are consumed annually in the United States in the manufacture of wood pulp; about 1,400,000 cords of this is imported.

It is possible that the South is on the threshold of changes of vital importance in its cotton-growing and cotton-handling industry.

Why We Are Not So Condescending

IT takes a Boston financial daily to recall the time when Americans protested against "a certain condescension amongst foreigners" toward us in cultural matters.

Whether that has passed or not is, perhaps, a matter for argument, at any rate we in turn have turned the tables in at least one respect. In the economic realm, explains the Boston *News Bureau*, until recent months it "has been our American habit to feel distinctly superior and patronizing toward Europeans." Between 1918 and 1930 we looked on, "aloof and somewhat amused," at the "successive messes" they made of matters, and in the meantime "it was our lending that kept some of them going."

But lately, continues the Boston editor, "our condescension on this score isn't or shouldn't be quite so pronounced." For nowadays "some of the economic plagues we used to lecture Europe about are not so unfamiliar to us." For instance:

We used to pity somewhat patronizingly their protracted unemployment. But our own latest purported figure of 6,050,000 didn't vary so much in ratio to total population from even that of Britain—about one-twentieth in each case.

We used to scold them about the "dole." But we have an uncomfortable suspicion that we've traveled some slight distance already in that direction under the urge of "unemployment relief," and might travel further under some "unemployment insurance" proposals.

We used to criticize them for deficits and unbalanced budgets. We have rolled up an impressive deficit of our own—an unpleasant novelty—and our own budget is momentarily out of gear.

We used to berate them for reluctance to tax adequately. We seem to be facing the need of higher taxes ourselves, all along the line.

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THE SPICE OF LIFE

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Might Sing It.—A postage-stamp in the Aztec language is "*amatlozuilolitquiticatlaxlahuila.*" When with the Aztecs, don't write—telegraph.—*New York Evening Post.*

There's No Perfect Crime.—BETTY—How did mama find out you didn't really take a bath?"

BILLY—"I forgot to wet the soap."—*Boston Transcript.*

Get Their Finger-Prints. — "Seven towns, I believe, claimed Homer."

"Some of our citizens are wanted by more than that." — *Louisville Courier-Journal.*

Tip for Travelers.—
For a cure for seasickness
A reader appeals.
A plan he might try is
To bolt down his meals.
—*Boston Transcript.*

Just Another Bawling Out.—JUDGE—"The traffic officer says you got sarcastic with him."

MR. NAGGER—"But I didn't intend to be. He talked to me like my wife does, and I forgot myself and answered, 'Yes, my dear.'"—*Pathfinder.*

Superhuman Faith.—"How did you come to raid that barber's shop?" the dry agent was asked.

"Well," he replied, "it struck me kind of funny that such a lot of fellows should buy hair restorer from a bald-headed barber."—*Boston Transcript.*

Sorry She Spoke.—"How did you get that black eye, Mrs. Higgins?"

"Well, sir, me 'usband came out of prison on 'is birthday."

"Yes."

"And I wished 'im many 'appy returns."—*The Humorist.*

Dolled Up for Sun Bathing.—
"Clothes do not make the man."
Observe the dandy's—
If further proof's required
Just gaze at Gandhi's.
—*Boston Transcript.*

Knows What Makes Angels.—YOUNG HUSBAND—"Last night when I got home, my wife had my chair drawn up before the fire, my slippers ready for me to put on, my pipe filled, and—"

CYNIC—"How did you like her new hat?"—*Tit-Bits.*

No Undertaker.—A motorist rattled into a New York garage in a very old, cheap car, and inquired what the rates were.

"I'll have to ask you a five spot," said the garage owner. "In advance," he added.

"My gosh!" exclaimed the motorist. "A five spot, in advance! But I'll come for the car in the morning."

"Ah," said the garage man, "that's just it. Will you come?"—*Boston Transcript.*

Reversing Judge Lindsey.—"How is it I see Jones and his former wife together so much lately? I thought they were separated."

"Oh, theirs is a companionate divorce."—*Boston Transcript.*

Cheerful Little Earful.—
The orators no longer rage
To get the center of the stage.
Even now sounds forth a mighty tone
And cries, "Give me that microphone!"
—*Washington Star.*

Champion Flag-Pole Sitter: "Hurry up with that hammer, Rosie—d'ya s'pose I wanta sit up here all day?"
—"Judge."

Feeding the Feline.—HOSTESS—"Aren't you afraid your husband will neglect the cat while you are away?"

GAMBLER'S WIFE—"Oh, no. Bill always likes to see plenty in the kitty."—*Boston Transcript.*

"Unto Him That Hath."—"How did Richleigh make all his money?"

"By judicious speculation and investment."

"And how did Poorman lose all his money?"

"Gambling on the stock market."—*Pathfinder.*

When 'Tis Folly to Be Wise.—YOUNG WIFE—"Oh, I'm so miserable. My husband has been out all the evening, and I haven't the faintest idea where he is."

EXPERIENCED FRIEND—"My dear, you mustn't worry. You'd probably be twice as miserable if you did know."—*Boston Transcript.*

Letting Fate Do Its Worst.—The Smiths are on the balcony and can hear what a young couple are saying in the garden below.

MRS. SMITH—"I think he wants to propose. We ought not to listen. Whistle to him."

MR. SMITH—"Why should I? Nobody whistled to warn me."—*Travaso* (*Rome*).

Slips That Pass in the Night

Rift in the Lute.—Large, lovely tapestry love seat; will sell or exchange for two occasional chairs.—*Portland Telegram.*

Cheating the Swatter.—
FLIES TO FACE FIRING SQUAD
—*Head-line in the Detroit News.*

Spell "Bargain" Backward.—
Women's Brassiere Combination Non Run Rayon—Slight imperfect Regularly sells at 10c—choice 50c
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Do Him Brown.—
L. A. Gangster
"Put on Spit"
—*Petaluma* (*Cal.*) *Paper.*

Graceful Exit.—For Sale—Very cheap as owner is leaving the country by special request. Our coal oil-stove and other household articles.
—*California paper.*

Topsy-Turvy.—
Fri.-Sat.
Jackie Coogan in
"A DEVIL WITH WOMEN"
Victor MacLaglen in
"TOM SAWYER"
—*Stoneham* (*Mass.*) *Independent.*

Speaking of Monkeys and Their Troubles.—10:45, Morning worship. Order of services: Prelude, "Fantasia," Tours; anthem, "I Am Alpha," Stainer; junior sermon, "The Wise Monkeys"; sermon, "Thou Art One of Them."—*Winsted Evening Citizen.*

The hymn after the third collect is, "Just as I am without one flea."—*Quincy Patriot-Ledger.*

Believe It or Not.—Approximately 120 billion cigarets were manufactured in this country last year—over 340 billion pounds of tobacco wrapt in pieces of wafer-thin paper three inches long and one and one-half inches wide.—*The Business Week.*

Love in a Garage.—
MARRIAGE LICENSES
Chevrolet coach to H. D. James; Dodge sedan to Mrs. Edythe L. Sarver; Austin coupé to Julia L. Skinner; Dodge coupé to C. P. Claytor.—*Bluefield* (*W. Va.*) *Daily Telegraph.*

Business as Usual.—
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—*Ad in the Santiago* (*Chile*) *Mercurio.*

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Dead Teeth

"KILLING the nerve" in a tooth used to be, and sometimes still is, a favorite method of stopping it from aching. Stop, it certainly did. And a sore finger wouldn't be sore any more if you cut it off.

The loss of a finger, however, is conspicuous, while the loss of the nerve in a tooth can be detected only by an expert.

Killing the nerve is a dangerous business, according to Dr. Alonzo Milton Nodine, a New York dentist, who writes about it in *Clinical Medicine and Surgery* (Chicago). He says:

Infection of the individual by micro-organisms and the action, reaction, and interaction of micro-organisms and toxins on tissues and fluids of the body are of considerable concern to the physician and surgeon, who submit evidence to show that organisms and toxins, harbored in dead teeth and sealed in bone, are distributed by the blood streams, lymphatics, or along nerve sheaths.

Each department of medicine or surgery can point to histories of cases whose source of infection has been tracked to dead teeth. Gynecologists and obstetricians can show cases in which puerperal infection has been traced to diseased teeth. Micro-organisms from infected teeth have been excreted in the milk of nursing mothers. Cardiologists find dead teeth the source from which serious damage to the heart arises. The aurist, the laryngologist, the ophthalmologist, the dermatologist, the neurologist, the internist, etc., each in his particular field, frequently finds dead teeth contributing to, causing or complicating the disturbance, disorder, or disease upon which his attention is directed.

He so frequently finds that the complete and careful elimination of dead teeth and other foci of infection is followed by improvement or cure, that the problem of the eradication of dead teeth—because of their great number—becomes a constant complication of almost every medical effort. And he finds that even the loss of teeth that can not be replaced by artificial substitutes, is not the disaster he has been led to believe, and compares not at all with the damage that the retention of dead teeth so frequently produces.

Dead teeth not only must be discovered and their effects combated, but they must be removed, along with others hopelessly involved, and the associated pathologic tissue. To accomplish this, surgery is invoked.

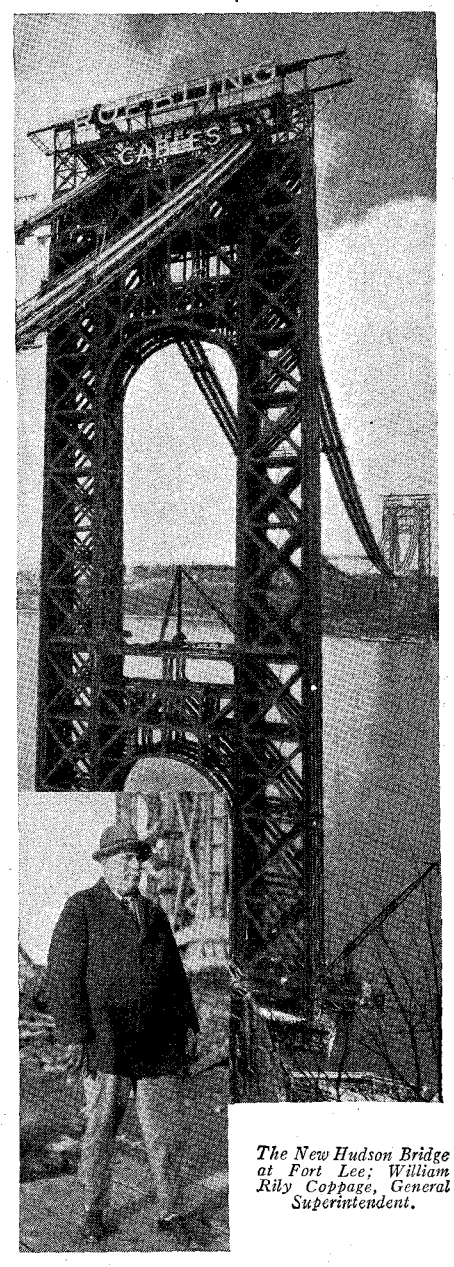
By making a suitable flap and carefully removing the outer plate of bone covering the tooth, it may be tilted out sideways, the associated pathologic tissue seen and immediately removed, the bone shaped and smoothed, the flap replaced with sutures, and the wound closed, with or without drainage, as circumstances suggest.

In those cases where a plate is to be made, the alveolus is suitably shaped and smoothed, and the gum sutured, so that the plate may be inserted in a comparatively short time.

Regional anesthesia gives freedom from shock and sufficient time for this to be accomplished in a most complete, careful manner, and under the best possible conditions. Patients with seriously damaged hearts, lungs, or kidneys may have infected teeth removed so carefully by this method, that there may be practically little or no reaction.

THE BUSINESS LEADERS OF TODAY

ARE THE I. C. S. STUDENTS OF YESTERDAY



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